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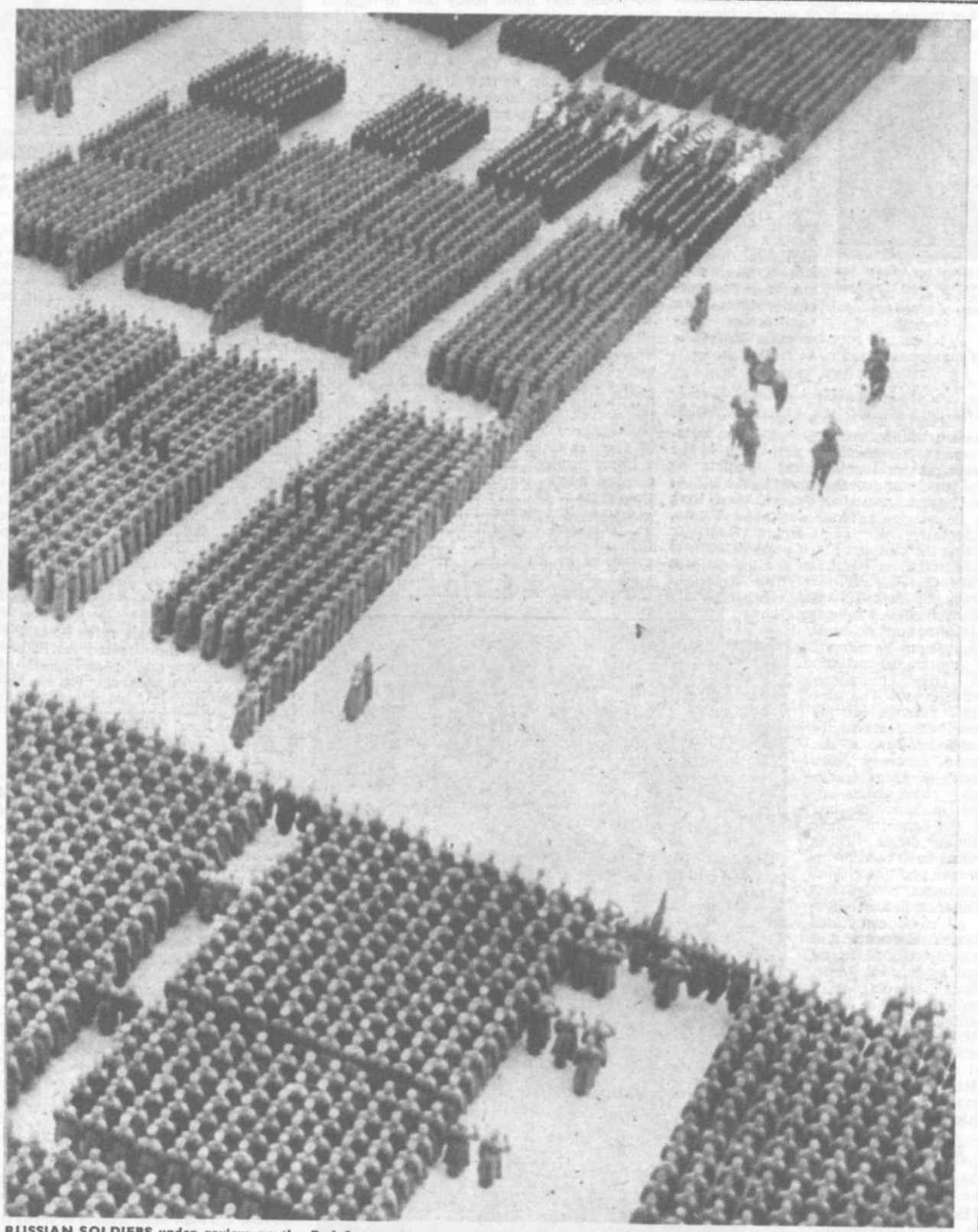
Edited by Sir John Hammerton

WEEKLY



RUSSIAN SOLDIERS under review on the Red Square, Moscow. On June 22 Hitler tore off the mask of friendship with Stalin and, true to his fulminations in "Mein Kampf," set forth to destroy Soviet Russia. The Nazi war-machine, consisting, it is said, of 100 divisions, was flung against the Russian frontier in one of the greatest political treacheries and military gambles in history. Hitler's objective is, of course, to break Russia before returning to attack Britain. According to Ribbentrop, the forces defending Russia consist of 160 divisions. *Planet News*

Our Searchlight on the War

Badge for the Wounded

HIS MAJESTY THE KING has approved the institution of a badge for those invalided from the Naval, Military and Air Forces and the Merchant Navy and Fishing Fleet through wounds or war disablement attributable to service since September, 1939. The badge, designed by Mr. Percy Metcalfe, consists of the Royal and Imperial Cypher, surmounted by a Crown and surrounded by a circular band bearing the inscription "For Loyal Service." It is one inch in diameter, is made of white metal, and is fitted with a buttonhole attachment for men and a brooch attachment for women. The Ministry of Pensions will issue the badge automatically to everyone entitled to receive it.

KING'S BADGE for officers and men invalided out of the services. *Photograph, Ministry of Information*

Anti-Axis Moves in America

DRASTIC action has been taken by President Roosevelt against the ever-increasing Axis menace. On June 16 he issued an order for the immediate freezing of all German and Italian assets in the U.S.A. Two days later a Note was handed to a representative of the German Embassy, directing the closing of all German Consular establishments in the States and the removal of their German personnel from American territory by July 10. Other organizations similarly banished were the German Library of Information in New York, various "railroad and tourist agencies," and the Transocean News Service. The President's reasons for his action were succinctly stated in his Note to the German Embassy. The agencies of the German Reich "have been engaged in activities outside the scope of their legitimate duties. These activities have been of an improper and unwarranted character." On June 19 Hitler replied by ordering all American Consulates in Germany and occupied territories to be closed by July 15. Rome, Berlin's slavish echo, issued a similar Note regarding those in Italian territory, and on June 21 Washington added the final touch by including all Italian Consulates and official organizations within the original ban.

King Peter

YOUNG King Peter II of Yugoslavia arrived in England by air on June 21, accompanied by General Simovitch (Prime Minister), M. Nintchitch (Minister of Foreign Affairs), and M. Knezevitch (Minister at Court). It is understood that a Free Yugoslav Government will soon be set up in this country. King Peter has stated that he intends forming a Free Yugoslav Air Force, flying American machines. "There are 300 young Slav pilots ready now to fight in the air to regain their country's freedom," he said. "With volunteers from America I hope this number will be quadrupled in a very short time." This seventeen-year-old King is already a trained navigator and intends to fly as such with his Air Force when it is ready for action. In the meantime he hopes to get his wings with the R.A.F.

Honours Across the Atlantic

ON June 17 the University of Rochester, New York, conferred the honorary degree of Doctor of Civil Law on Mr. Churchill by transatlantic short-wave radio. The President of the University, Professor Valentine, said in his address: "Winston Churchill, no longer historian and statesman, but symbol of Britain aroused, stout of heart, direct in speech, cheerful in reverses, calm in confusion—America admires you . . . May peace with freedom be your crowning work." The Prime Minister accepted the degree in a ten-minute broadcast. His final words were: "Divided, the dark ages return. United, we can save and guide the world." America's academic tribute was reciprocated on June 19, when Lord Halifax, as Chancellor of the University of Oxford, presided at Harvard over a special Convocation of the University for conferring the degree of D.C.L. on President Roosevelt. The President was unhappily prevented by indisposition from attending, but General Edwin Watson, his friend and Military Aide, appeared in his place. At the ceremony, which conformed as closely as possible with Oxford tradition, Lord Halifax, wearing his black and gold Chancellor's robes, was accompanied by six beadles. Accepting the degree by proxy, Mr. Roosevelt said in a message: "We would rather die on our feet than live on our knees. We, too, were born for freedom, and, believing in freedom, are willing to fight to maintain freedom."

BASEMENT TANKS for the use of fire-brigades are one of the measures adopted against incendiary attacks. Selected basements of bomb-wrecked buildings are cemented and turned into reservoirs, as above. *Photo, L.N.A.*

KING PETER of Yugoslavia, here seen with the Duke of Kent, arrived in England with his Prime Minister on June 21, 1941. *Photo, British Official: Crown Copyright*

Turkish Treaty With Berlin

WHAT was described as a "Treaty of Friendship" was signed on June 18 by Papen, German Ambassador to Turkey, and Sarajoglu, Turkish Foreign Minister, on behalf of their respective countries. Although Turkey put up considerable resistance against many weeks' pressure by the Axis forces encroaching on her western boundaries, she had eventually to accept this sinister offer. The British Government was from the outset kept informed by Ankara of the progress of negotiations, and the Treaty purports to leave unaffected the present commitments of both countries. The two main articles bind the signatories to "respect the integrity and inviolability of their national territory and not to resort to any measures, direct or indirect, aimed at their Treaty partner"; and, in the future, "in all questions touching their common interests to meet in friendly contact in order to reach an understanding on the treatment of such questions."

OUR AIR WAR ON GERMANY

Period Sept. 3, 1939—May 30, 1941

Compiled from Official Communiqués of Attacks on Specified Targets

Railways and Communications	813
Docks and Shipping	931
Aircraft Works	88
Munitions Works and Military Stores	147
Electric Power Stations	93
Gas Works	17
Oil Refineries and Storage	386
Aerodromes and Seaplane Bases	270
Total	2,745

Attacks on Cities

Berlin (Aug. 8, 1940—May 16, 1941)	45
Cologne (May 20, 1940—May 28, 1941)	80
Duisburg (May 27, 1940—Feb. 15, 1941)	36
Düsseldorf (May 27, 1940—Apl. 11, 1941)	28
Essen (June 5, 1940—May 4, 1941)	35
Hamburg (May 18, 1940—May 16, 1941)	71
Hamm (June 2, 1940—Feb. 1, 1941)	82
Wilhelmshaven (Sept. 5, 1939—Apl. 26, 41)	49
Total	426

Places in the Ruhr

On August 9, 1939, Goering boasted as Reichs-minister for Air:

"I have convinced myself personally of the measures taken to protect the Ruhr against air attack. In future I will look after every battery, for we will not expose the Ruhr to a single bomb dropped by enemy aircraft."

The figures above give the R.A.F. answer. The vast web of destruction spread by British bombers is indicated by the fact that they have struck at over 270 target areas of military and strategic importance in Germany, and had in the period covered by the table made over 2,700 separate attacks on Germany alone.

The Way of the War

CHINA ENTERS HER FIFTH YEAR OF WAR

'In Asia and in Europe Two Fronts of the Same Struggle'

JUST four years have passed since the Japanese invaded China. They called it an "incident," not a war. They expected to be home again within three or four months, with the bands playing and flags flying in honour of their victory. But they are there still. They are likely to remain there for some time to come. For China is still unsubdued. The "incident" has become one of history's greatest wars.

In those four years the Japanese have overrun—which is not the same thing as having completely occupied, still less as having conquered—ten of China's fifteen provinces, and those the most fertile, the most densely peopled. Her troops garrison not only Peking but China's four greatest cities—Shanghai, Tientsin, Hankow, and Canton. About half of China's 450 millions are under or within reach of Japanese rule. Great would seem to be the Japanese victory, yet it has been largely barren.

WHEN the Japanese invaded China they gambled on a speedy and easy victory. They wanted quick returns in the shape of Chinese crops which they hoped to be able to sell on the world market, and with the proceeds to buy oil and cotton and all the other necessities of a highly industrialized, intensely militarized state. But the provinces Japan controls are so thickly populated that there is no great surplus available for export—famine in China is always only just round the corner—and the guerilla bands which roam the countryside see to it that the farmers are left with very little above what is necessary for their own bare subsistence. Then the expenses of the army of occupation are enormous, although so far as possible the invaders live off the country.

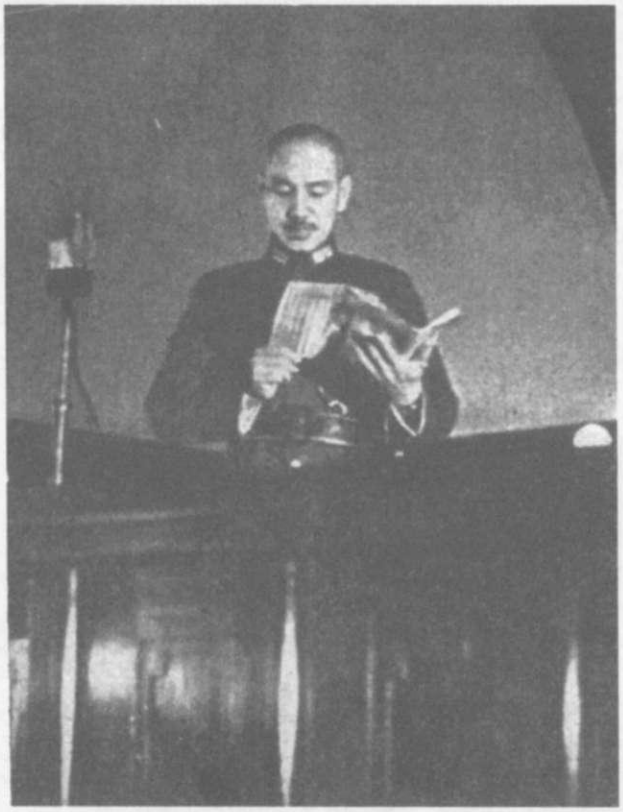
MEANWHILE in the western provinces Chiang Kai-shek maintains his stubborn resistance. Under his leadership Free China is as resistant to Japanese blandishments as to their bayonets and their bombs. The provinces composing it are not only immensely rich in minerals and industrial reserves but they have been hitherto the most sparsely peopled; hence they provide plenty of elbow room for the hosts of Chinese who have flocked in from the Japanese-controlled areas so that they may continue to live under Chinese rule. It has been estimated that 100 million Chinese have gone off in search of new homes since the war with Japan began in July 1937. From the mountain regions of the north and the plains of the Yellow River and from the teeming cities on the coast, farmers and students—liable to be shot if the Japanese catch them—mechanics, business and professional men, and ex-soldiers—they have all poured into Chiang Kai-shek's territory, where they play their part in a great human experiment only to be compared with Roosevelt's New Deal and Stalin's Five Year Plans.

In China's gallant struggle to survive, a great and valorous part is being played by her women. There are still millions of Chinese women who stump through life on deformed feet, but binding the feet of girl children is now very rare, and the unbound foot has become the symbol of woman's emancipation. The Japanese invasion has provided Chinese women with opportunities of service which they have gladly and capably seized.

AMONG the more spectacular "new women" in China are the 20,000 girls reported to be working among the guerillas. "I have known some of these girls," writes J. D. White, until lately Associated Press correspondent in China. "They were college and high school children when the war began. Many of them came from wealthy families, but they left luxurious homes and either fled before the Japanese advance or slipped through the lines afterward to live the life of a peasant. Today, instead of high heels, they wear straw sandals. Where they used to wear the latest Shanghai creations, they now dress in plain cotton gowns or slack suit. Where once they had good food, they now live frugally. They live among the farm folk in the interior, organizing them for resistance against the Japanese. They write and stage propaganda plays, do welfare work, teach first-aid, and nurse the wounded—in addition to holding down regular jobs in hundreds of new schools set up to teach the farming families to read and write."

More than 13,000 Chinese women are working in the new industrial cooperatives, of which nearly 20,000 of various types and sizes now exist. More than four million Chinese peasant women, it has been estimated, have had a whole new life opened up to them since the war began by learning to read. They are now looking forward to the vote which has been promised them after the war, when China "becomes a real democracy."

PERSONIFICATION of Chinese womanhood at war is Madame Chiang Kai-shek—known to everybody as "Madame." She and her husband are the inspiration of the New Life Movement, whose apostles vigorously wield their new brooms in every Chinese corner. Orders, regulations, and bans imposed are legion, covering (Hessell Tiltman tells us) such diverse subjects as the tidying of public streets, the prohibition of smoking and spitting in public and the attempted prohibition of tipping in hotels, restaurants, eating-houses and bathing-houses, the prohibition of "improper dress," instructions to housewives to wash window curtains, mosquito nets, chair covers and bedding "when soiled or dirty," "Swat that Fly" campaigns, an appeal to citizens to wash their hands and faces at least once a day, and a ban on books and pictures of a "whimsical or immoral nature."



CHIANG KAI-SHEK, Generalissimo of Free China. "China, like Britain," Mr. Quo Tai-chi, until recently Chinese Ambassador in this country, has said, "is 'blessed with a brilliant and great leader', to quote President Roosevelt's words, in her supreme crisis. We have our Chiang Kai-shek as you have your Churchill and as the Americans have their Franklin D. Roosevelt. Also our plain people, like your plain people, are indomitable in spirit, valiant in deeds, and immeasurable in fortitude."

UNDER Chiang Kai-shek's leadership today is an army of five millions—four million regulars and a million guerillas; another million are in training camps, while ten millions more have received elementary military training.

These millions are fighting our battle as well as theirs. A million Japanese troops are hopelessly bogged in China. "From the very beginning," said Mr. Quo Tai-chi, recently, "we Chinese felt that we were fighting for others as well as for ourselves, for democracy and human freedom, no less than for our own national existence. The war in Asia and the war in Europe are two fronts of the same struggle." ROYSTON PIKE

180 Millions Under the Hammer and Sickle

Germany's attack on Russia has brought Britain and the Soviet Union closer together than they have been since the alliance of the Great War, when millions of Russian soldiers died in the common cause, was ended by the Revolution. Here we tell something of the country which, though not yet a formal ally, is our powerful associate in the war against Hitler's Germany.

ONE-SIXTH of the earth, more than eight million square miles of compact territory stretching across the north of the world from the Baltic to the Pacific. One hundred and eighty millions of human folk, 167 nationalities speaking nearly 200 languages and reading books and newspapers in nearly a hundred, whose theatre presents plays performed in nearly fifty tongues. A league of nations in actual being, a federal union already achieved. A country which has deliberately broken with the past and is striving to establish in a few years a standard of life and happiness which centuries of hope and effort have not yet secured for the countries of the West and East. A country whose aim is Socialism, whose creed is that of Marx and Lenin, whose banner bears the emblem of the hammer and sickle. All these are Russia—and very much more than these.

SOVIET RUSSIA, showing its vast extent in Europe and Asia. The U.S.S.R. constitutes one of the largest political areas in the world, and its population is computed to be 180,000,000. All enemies of Hitler, they now take their stand beside the British Empire and the United States.

Soviet in Russian means council (or counsel), and it is upon the soviets—the local councils of peasants, workers (i.e. the artisans of the towns) and soldiers—that the new state has been built. The word came into prominence at the time of the first revolution in 1905, and in 1917, following the Bolshevist triumph of November (October according to the Russian Old Style calendar) the soviets were officially recognized as the principal organs of the Communist revolution and of the new state's administration. Election to them was indirect, and there was a pyramid of soviets, the members of one grade electing the members of the one immediately above, culminating in the All Russian Soviet Congress. But in 1936 Stalin's new constitution did away with the Congress, and though it retained the Soviets, made election to them direct and reduced their mutual dependence.

"The U.S.S.R. (Union of Soviet Socialist Republics) is a socialist state of workers and peasants": so reads the first article in the new constitution. The ultimate authority is the Supreme Council of the U.S.S.R., which consists of two chambers: the Council of the Union and the Council of Nationalities.

The Council of the Union is elected by practically universal suffrage; men and women of 18 and over may vote by secret ballot, and one deputy is elected for every 300,000 of the population. Eighteen is the minimum age for deputies, and the Supreme Council—the equivalent of our Parliament—is remarkable for the youth of its members. Thus in the first "Parliament" elected under the new Constitution, out of 1,143 deputies there were 13 under twenty, six between 21 and 25, and 479 under 30. The youngest deputy was a girl of 19, and altogether there were 187 women members.

Republics of the Union

The Council of Nationalities—over 50 are represented—is composed of nearly 600 representatives of the republics and autonomous regions comprising the Union. For the U.S.S.R. is indeed a union. At the time of the new constitution there were 11 republics. The first and by far the greatest in size and population is the Russian Soviet Federated Socialist Republic (R.S.F.S.R.), which has its capital at Moscow; the other S.S.R.'s were the Ukrainian, White Russian, Azerbaijan, Georgian, Armenian, Turkmen, Uzbek, Tadzhik, Kazakh, and Kirghiz. Since then, as the result of recent changes in the map of Europe, there have been five additions: the Karelo-Finnish, the Moldavian (Bessarabia), Estonia, Latvia, and Lithuania (see map).

The Supreme Council of the Soviet Union elects a Presidency or Presidium, whose chairman is the President of the Union. The present holder of this office is M. I. Kalinin. The Supreme Council also elects the Council of People's Commissars which is the highest executive and administrative organ of state power in the Union. It consists of heads of the chief Government departments, and is directly responsible to the Supreme Council; its chairman is, in effect the Prime Minister.

The Supreme Council is in charge of national affairs as a whole, e.g. international relations, organization of defence, foreign trade, planning of the national economy and the State budget, administration of industrial and agricultural establishments and trading enterprise, and measures concerned with education, public health, labour, justice, and so on. For the rest, the republics composing the Union are sovereign and, theoretically at least, they have the right of withdrawal. They have their own constitutions and governments on the same lines as the Union.

Russian newsvendor in a Moscow street. Above, peasants at work among the golden corn of the Ukraine soon to be deluged in blood by the enemy of all mankind. Right, Postage stamp bearing likeness of President Kalinin. *Photos, Keystone*

Only one party is permitted to exist in Russia—the Communist Party. Once it was all powerful; it was, in effect, the Civil Service. Perhaps it is not so important as it was, but its Central Executive Committee, acting through its Politbureau of nine members, is still immensely powerful.

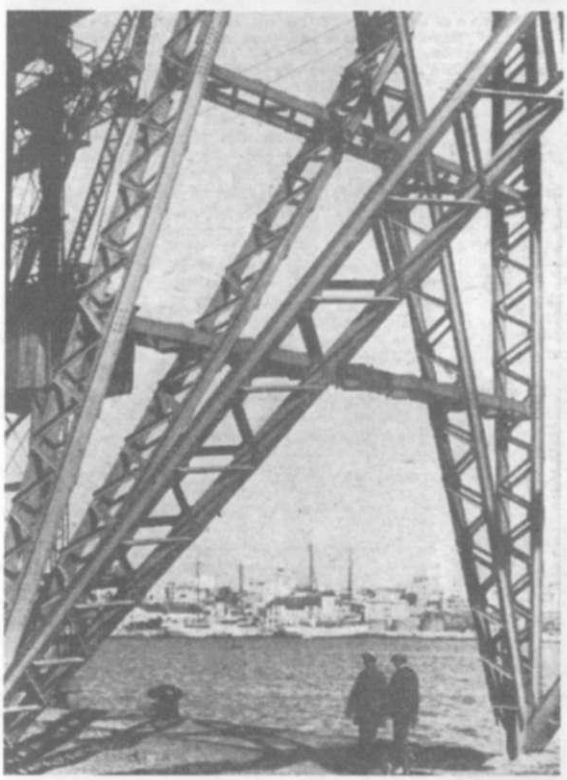
Particularly significant was the assumption by Stalin on May 7 last of the chairmanship of the Council of People's Commissars. Since 1922 he had been content with the office of Secretary General of the Communist Party, but now he became the Premier.

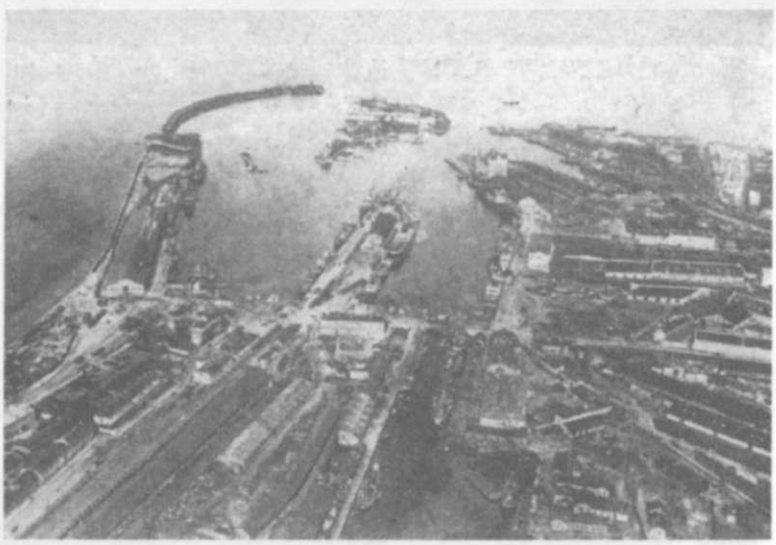
Names in the New War's First Communiqués

BREST-LITOVSK (right) fell to the Germans on June 24; the photo shows a Russian armoured car. An important trading centre east of Warsaw, Brest-Litovsk became famous in the last war by reason of the brutal treaty of peace forced on the Bolsheviks by the Germans in 1918.

TALLINN Harbour (below right) which was bombed and set on fire by the Nazis on June 24. The capital of Estonia, it is on the Gulf of Finland, and one of the Soviet naval bases ceded to Russia in 1940 by the Soviet agreement with that country.

Photos, Wide World & Keystone



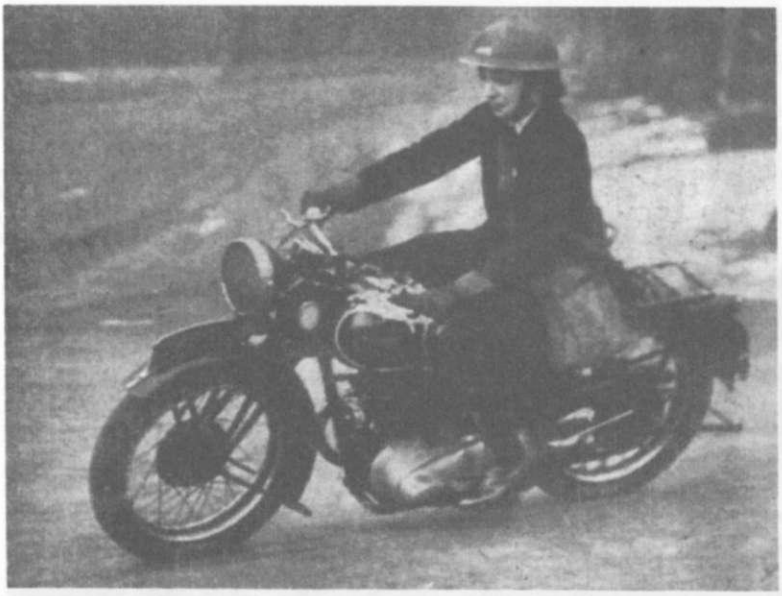


CONSTANZA (above), in Rumania, is the largest oil port in Europe. Now in German hands as a result of Hitler's incorporation of Rumania in his "new order," it was heavily bombed by the Russians immediately the Nazis struck east.

KIEV—the photo, right, shows the industrial quarter of Podol—on the Dnieper, is one of the richest and oldest cities of Russia. In the Ukraine, it is an important railway junction and air station, and the Nazis are making every effort to capture it as a stepping-stone to Odessa. Coal, iron ore, wheat, and oil are among the loot that Hitler hopes to seize in this rich province of the U.S.S.R.

Photos, Mrs. T. Muir and E.N.A.

Three Cheers for the Girls in Blue!



An officer of the W.R.N.S. taking the salute beside the figure-head of Queen Victoria standing in the grounds of their naval training college. On the left, a W.R.N.S. dispatch-rider turning a corner with the efficiency of a racing motorist.

Beneath are Wrens knitting while resting in hammocks in an air-raid shelter at a Naval college, the Alert having just been sounded.

HERE, in the headquarters directing the Battle of the Atlantic, a number of officers and ratings of the Women's Royal Naval Service work day and night at key jobs. Thus they release experienced men for service at sea.

The most secret signals about the ceaseless ocean struggle pass through their hands. By code and cipher they translate the messages which flash between warships and the base. Some of them work at charts, plotting the positions of convoys and warships with great efficiency.

Most of the signals which pass through their hands for coding or decoding concern routine movements of ships. But now and then come the brief wireless messages telling of some tragedy or success away out there at sea. Thus through their hands there passed the urgent signals which told the story of the hunt for the German battleship Bismarck and its final destruction. They had a "running commentary" on the engagement.

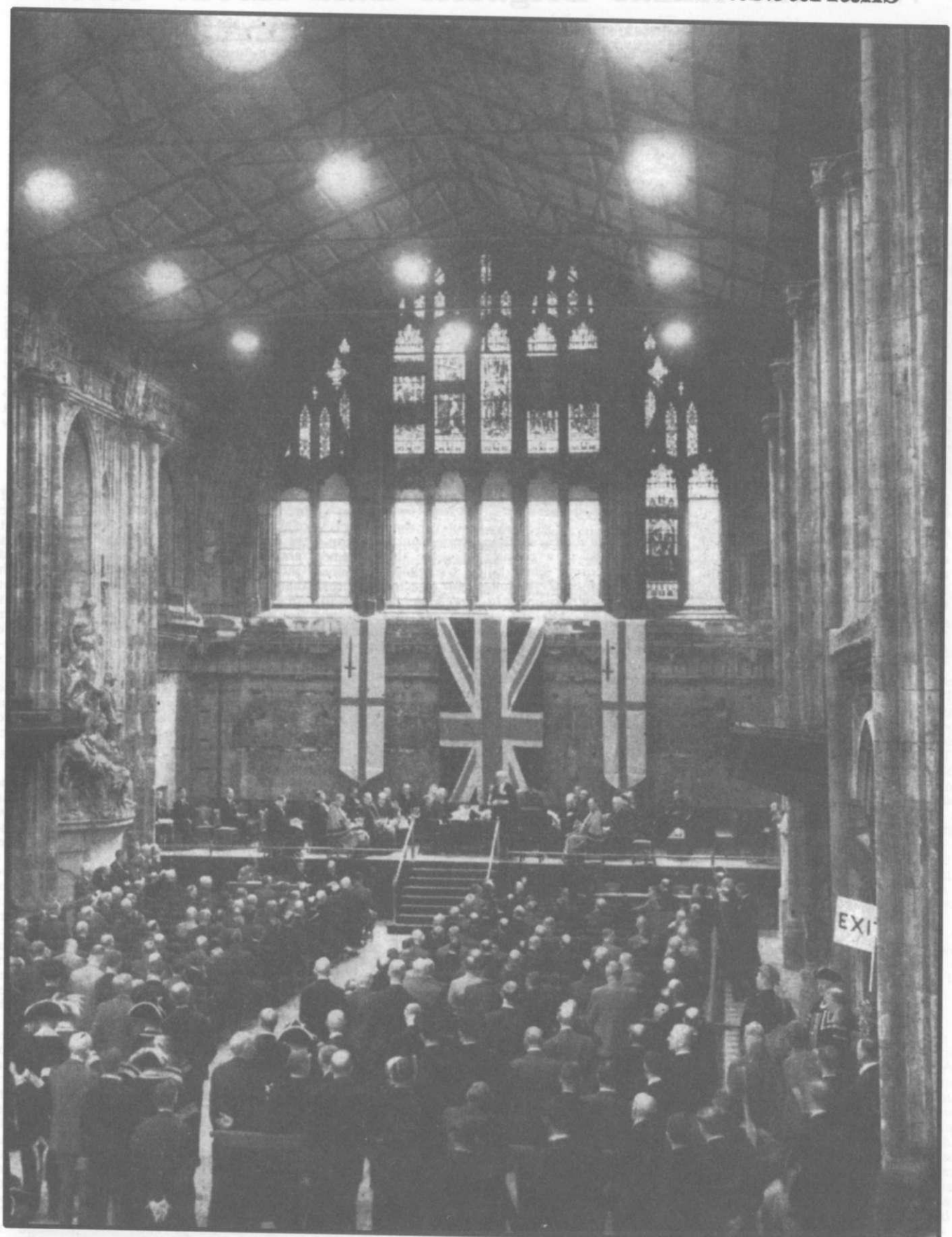
"They were the most thrilling hours of my life," said one woman who had been on duty in the decoding offices as the British warships closed in to finish the Bismarck. This was her response to the question whether she did not find life as a "Wren" rather dull after her distinguished career as an actress. For this woman has toured the world with famous theatrical companies, and has played with Dame Sybil Thorndike and Flora Robson; she is also well known on the West End stage, particularly at the "Old Vic." Now she is serving as a coding expert in the "Wrens."

AMONG the 250 women officers and ratings of the "Wrens" at these secret headquarters are others with interesting peacetime careers. Thus, the senior officer of this group was a noted concert singer and B.B.C. artiste. A dark-haired young woman who operates a teleprinter machine has had eight novels issued by leading London publishers. One of the "Wren" officers was a commercial and poster artist before the war; another was the almoner and secretary of a children's hospital; while a third was an investigator with the Economic Agricultural Research Institute at Oxford. Two of the "Wren" ratings in this group were teachers of art, while another—now a "Wren" plotter, meaning that she plots the movement of shipping on charts—was a librarian. Still another was a teacher of dancing.

They have come from many occupations and from widely scattered homes to take their part in the Battle of the Atlantic. One is a Canadian girl, daughter of a judge, and another was born in South Africa.

THE DUCHESS OF KENT and the Director of the W.R.N.S., Mrs. V. Laughton Mathews, one of the original Wrens of the last war, conversing with members selected for service abroad. They are wearing tropical uniform, and a squad has recently arrived in Singapore. On the right, a Wren issuing new boots to a sailor. *Photos, British Official; Fox and Kosmos*

The City's Answer to the Nazi Barbarians



IN LONDON'S GUILDHALL the Court of the City met on June 24 under the temporary roof to elect the sheriffs for the coming year in accordance with time-honoured custom. The Lord Mayor carried a posy of English flowers, and civic dignitaries transacted their business as they have done from time immemorial. This photograph symbolizes London's courageous spirit and the utter contempt of her citizens for the Nazi gangsters. It should be compared with that appearing in page 1 of Volume 4 of "The War Illustrated," taken just after the Guildhall was heavily damaged by Nazi bombs on December 29, 1940.

Photo, Keystone

What the Anzac Brigadier Said About Crete

Fresh from the fighting in Crete, Brigadier L. M. Inglis, of the Second New Zealand Expeditionary Force, has been called to London to advise the Cabinet and the General Staff on the lessons of the campaign. How important these lessons are may be gathered from this address made by Brigadier Inglis at the War Office on June 23.

OF Crete's garrison the bulk of the troops had been evacuated from Greece three weeks before the Cretan blitz began. They were inevitably under strength and they had suffered very heavy losses in equipment, especially in artillery, tanks, motor transport, and that sort of thing.

You will ask straight away: Why were not these deficiencies made up? and that is just where we run up against the difficulty of the whole campaign—the problem of transport under conditions of air inferiority. Ships carrying and landing heavy equipment such as Bren carriers, tanks, guns, and so on, took a long time to unload and were particularly subject to bombing attacks in the restricted area of Suda Bay. The result was that these vehicles and equipment of all sorts were not easily landed, and they were not always in the best of condition when they got ashore. Trucks, tanks, etc., had to be landed from half-sunken ships, and were out of condition from the salt water. It took time and labour to condition them for the road when they were got ashore.

Again, a considerable number of the troops were of the noncombatant Services who had been evacuated from Greece. They had not been trained to arms, and though a number of them were organized into units and given arms, they were like all ill-trained, hastily organized troops, unable to contribute adequately to the defence. Of the Greeks many were very recent recruits, often to the noncombatant Services of the Greek army. All had been hastily organized or re-organized when they got to Crete, and they suffered from even greater deficiencies of equipment than we did. At Retimo they did some very gallant work in the recapture of the aerodrome, and elsewhere parties of them were constantly turning up and asking for Germans to fight; but under the circumstances they could not be expected to maintain a sustained effort indefinitely. They had not the means to do it.

Brigadier L. M. INGLIS, one of the New Zealand officers who took part in the Crete fighting, came to London to advise on the lessons to be learned from the invasion of that island. *Photo, Associated Press*

No Support in the Air

Really it comes back to this, that, so far as the Army was concerned, it had to try to defend Crete against forces supported by a very large and powerful air force without support from our own air forces. No air force sufficient to cope with the German air attack could have been based on the three Cretan aerodromes; they were too small and too near the greatly superior numbers of German aircraft, so that had an attempt been made to maintain aircraft at those aerodromes they would have been blitzed out of existence very early in the piece. Egypt was too far away to permit of fighters based there operating in Crete. Ships with supplies were sunk because the enemy was able to bomb them freely. He got his troops into Crete by air because we could not oppose him in the air. He supported them by ground strafing from the air for the same reason; and for the same reason again the Navy, which definitely saved the Army, could carry out that task only with heavy loss to itself.

I want to dispose of any idea that the troops did not fight in Crete. They did. The German himself has admitted heavy casualties and we know well enough that he got them. In one of my battalions, a platoon consisting of an officer and eighteen men were concerned in a counter-attack in the Maleme direction. They killed over 140 Germans and took 27 prisoners, for which the officer apologized both to the Commander and myself. On the second day the platoon commander was wounded in three places; on the second evening he made a rope sling to put over his left shoulder so that he could support his rifle on that, and he carried on with his platoon right through Crete, and some of the ammunition was taken out of him after he got back to Egypt. That was typical of the sort of thing the men would do.

On one occasion thirty parachutists were dropped 250-300 yards away from one of my battalion headquarters. The Commanding Officer, the Regimental Sergeant-Major, the C.O.'s batman and three members of the Intelligence Section, armed with rifles, immediately "set sail" for the area where they had dropped. They had to go up one steep hill, down a steep gulley, and up on to the top of the other ridge where the parachutists were, but that party disposed completely of those thirty parachutists—the C.O. got eight and they did it at the cost of two casualties; the R.S.M. was shot through the neck, but carried on right through the campaign. I tell you this because there has been an impression that parachutists are terribly difficult to deal with, and I think it is necessary that people should learn that if they do go for them and they can shoot, the parachutist when he comes down can be very quickly and effectively disposed of.

Full of Fight to the End

When the troops came off they came off in absolute cohesion and full of fight, in spite of the casualties they had suffered. Right at the finish of the afternoon one company was sent up a mountain to oppose an unexpected German attack round a flank and, although that company had been fighting for about eleven days, marching through Crete, and its feet were sore and it had not had much water for the last couple of days and very little rations—that company went up that mountain (which would take any of us two hours to climb in the ordinary way if we were going up it for fun) in half-an-hour, and did the job. The fighting troops did not come out of Crete in any beaten and cowed manner. The move-off was deliberate.

Then with reference to the suggestion that the bayonet is obsolete, I will give you an example of some bayonet work done in a certain village in Crete, the village of Galatas, near Canea, which was taken by the Germans after a concentrated dive-bombing blitz which rubbed out a great many of the defenders. Two companies of one of my battalions were put in in the dark; they had not seen the village before; they were put in one on each side of the road which curved about. The village was still full of stone houses and stone walls, and the Germans were armed with grenades. That village was retaken in twenty minutes solely by the bayonet, and you never heard such a row in your life as the screaming Germans made. I heard them. You could follow the progress of that attack right through by the shouting of our fellows and the yells of the Germans. The German soldier is well drilled to his task and he is physically fit, but he is not morally tough; that is, the German soldier on the ground. He is not tough in comparison, and if he is gone for with determination he crumbles. Discipline and weapon-training are absolutely necessary for all troops who have to stand up to this full-scale air attack. Poorly-disciplined troops just disintegrate under it; it gets them down. Those are very old lessons. Crete has just emphasized them again.

BAYONETS are not yet obsolete as effective weapons of war; this was the conclusion reached by Brigadier Inglis. Here are some British soldiers, with fixed bayonets in a trench in Crete. *Photo, British Official · Crown Copyright*

Russia and Germany Locked in Deadly Combat

Along a vast front of 1,800 miles the enormous masses of the German and Russian armies fought a furious struggle for supremacy. The Nazis were quick to claim that victory was shortly to be theirs, but as the battle went on they admitted that the Soviet resistance was stubborn and far heavier than had been anticipated.

On the night of Sunday, June 22, the electric stars on the Kremlin ceased to shine for the first time for many years, and Moscow citizens realized that war with the hereditary Teuton enemy, so long postponed, had begun.

It was the city's first total black-out. Precautionary darkness, now so familiar in Western Europe, had been thrust by Hitler on the Soviet Republics. The people of Moscow were led to believe that a real raid was in progress overhead, but the droning in the sky was made by the high-flying Soviet machines, and the noise of exploding shells, the anti-aircraft defence firing with half-charges only. A.R.P. services functioned quickly and efficiently. Thousands of men and women civil-defenders took up their positions about the capital; wardens and firewatchers went to their posts. There was no sign of panic or fear, but everywhere a grim determination to face wounds and death rather than submit to the Nazi criminals.

Moscow radio warned workers of the need for carrying on, however violent the raids. Factories, railways and all other works must continue in spite of enemy bombs, it commanded.

1,800 Miles of Flaming War

Meanwhile, Hitler's colossal military machine was rolling east. Mechanized troops were flung across about 1,800 miles of frontier from the Baltic to the Black Sea in four great spearheads. In the north, advancing from East Prussia, with its flank on Memel, one struck through the Baltic states with Leningrad as its objective. The second sector of the line extends south as far as Brest-Litovsk along the River Bug. It drove through the Baranovitch gap, north of the Pripet marshes, with Moscow as the goal. This was Napoleon's route in 1812.

The third is roughly from Przemysl to Czernovitch; it struck at Lwow north to Kiev, capital of the Ukraine. Then the fourth sector extends to Sulina, the Danube oil port, striking into southern Ukraine with Odessa as the target.

As the opposing armies came to grips, German and Russian aircraft ranged near and far with increasing ferocity, destroying tank formations and wreaking havoc in the cities behind the lines. Warsaw knew once again the horror of the exploding bomb as Red aircraft came over the ill-fated Polish city. Danzig, Koenigsberg, a shrine of Prussian barbarism, Lublin, and Constanza, the Rumanian oil-port, were heavily attacked. Nazi bombers, in their turn, dropped bombs on places as far apart as Tallinn on the Gulf of Finland, Sebastopol in the Crimea, and Kiev in Central Ukraine.

GERMAN ARMY LEADERS who are playing an important part in the Russian campaign. Left, Field Marshal List, blitzkrieg expert, commanding on the Rumanian front; centre, Gen. Von Reichenau, in command of the middle sector; right, Gen. Von Falkenhorst, leading the German armies in the northern sector.

Photos, Planet News and L.N.A.

On June 24 the Russian official statement admitted that the Nazis had succeeded in penetrating the area of Bialystok, and had occupied Kolno, Lomza and Brest-Litovsk. In the course of violent fighting there, 5,000 Nazi prisoners had been taken and innumerable tanks destroyed. The corresponding German version of the fighting, while promising sensational victories, was confined to generalities, stating that the battle was going according to plan.

While assembling her war machine, Russia had to contend not only with Germany but with Nazified malcontents in Estonia; the Finns, her late enemy, said to be "defending" themselves; the Slovaks, who had declared for Hitler; the treacherous Rumanians; and the Swedes, whose "national independence" was reconciled with the passage of German troops across Swedish territory.

In the confusion of reports during the opening days one thing was absolutely clear. The Germans were not prepared for the stubborn resistance of the Russian troops, and the public were soon warned that the struggle with Russia would be no easy one.

Berlin radio, broadcasting a description of the fighting, admitted that the enemy were efficient, and had counter-attacked again and again, Russian tanks appearing at times to come from all quarters and surrounding the advancing Nazis. On one occasion a Russian political commissar, barricading himself in a small farmhouse, held up single-handed a strong force of Germans for a considerable time. It was not until a detachment of Nazis stormed the place with hand grenades and dispatched this Russian stalwart that advance at this point could proceed.

A high level of courage would appear to be general throughout all branches of the Red Army, the Russian air force doing splendid feats of skill and endurance. Undeterred at times by superior numbers, many of the Soviet aviators attacked the Nazi planes and worsted them. Commander Sorokin, with only nine planes at his disposal, went into action against 15 of the enemy, bringing down six of them to four of the Russian. In the Stanislav area a Soviet unit destroyed 19 Nazi machines, and another aviation regiment lost only one machine to Germany's 13. The important fact thus emerges that the German High Command was dangerously optimistic in stating that the Nazis had gained mastery over the air.

On June 24 Moscow claimed that 76 enemy planes had been destroyed in the previous 24 hours, and that only in the north had the enemy made real headway. Employing the same tactics as they had used in France, separate groups of powerful tanks had broken through the Russian lines in the direction of the Polish-Lithuanian town of Vilna.

Hordes of Tanks in Action

Elsewhere, according to the Russian war communiqué issued by the Soviet Information Bureau on June 26, the Red Army was resisting the Nazi avalanche in immense battles between opposing tanks, and causing very heavy losses. In the Luck region, north of Lwow, the Russians had the advantage after twenty-four hours' continuous fighting. On the Bessarabian front they inflicted severe punishment on the Rumanians, stiffened by 40 German soldiers placed in each Rumanian regiment. Their many attempts to cross the River Pruth were beaten back, and the battle in this section may be said to have been a considerable victory for Russia.

Rumania, who hoped to keep out of the war by surrendering to Germany, now found herself driven to the slaughter, with Bucharest,

German soldier and Rumanian sailor on guard duty by the Black Sea. This photograph, from a neutral source, reached London a few days before Germany and Rumania marched against Russia. *Photo, Keystone*

Fierce Fighting from Baltic to Black Sea

THE EASTERN FRONT showing the German lines of attack through the Baltic States towards Leningrad; through the Baranovitch gap with Smolensk and Moscow as its objectives; from Southern Poland in the direction of Kiev; and from Rumania into the Southern Ukraine and Odessa. *Specially drawn for* THE WAR ILLUSTRATED *by Felix Gardon*

Constanza, and the Ploesti oil plants fired by Russian incendiaries; and to add to the vast confusion and terror innumerable Russian parachutists were landing behind the enemy lines.

On June 29 Hitler enjoyed a field day of "victory communiqués," but it is doubtful whether the German people, promised peace for so long but involved in more and more war, enjoyed them. The victory was still elusive. Two Russian armies were said to be encircled in the sector east of Bialystok, two hundred miles west of Minsk, and "in a few days would be forced to capitulate or be annihilated." It seemed that, although Minsk had not fallen, the town had been by-passed, and the Germans had reached the motor-road to Moscow. They were supposed to be within 500 miles of the Soviet capital.

According to Hitler, "the German air force delivered a crushing blow at the Russian air force. In air battles and anti-aircraft fire on land, 4,107 Russian planes had been destroyed. In contrast to these losses are the comparatively moderate German losses of 150 planes." The Nazis also claimed that 2,233 Russian tanks had been destroyed or captured.

'Manifest Lies and Humbug'

On June 30 the Soviet High Command replied to the German communiqué in vigorous and uncompromising language, as follows. "Hitler's victory claim is a manifest lie and humbug," it roundly declared. Here are some further extracts: "In spite of reinforcements by fresh tank units, all attempts by the enemy to penetrate in the direction of Novograd-Volynsk and Shepetovka were not only repelled, but our tank units and aircraft succeeded through a series of consecutive attacks in annihilating a great part of the enemy tank units and motorized troops."

Here is the Russian version of German losses. "As a result of stubborn and fierce fighting during the period of seven or eight days, the Germans lost no fewer than 2,500 tanks, about 1,500 airplanes, and over 30,000 prisoners of war. During the same period we lost 850 planes, up to 900 tanks, and 15,000 men missing or taken prisoner. The lightning victory which the German Command had expected has failed. Such is the real situation at the front."

It is, at least, clear that the Nazis tried to counter the disappointment of the German people by the old trick of exaggerating the enemy's losses and minimizing their own. All attempts to penetrate Russian territory proper would appear to have been frustrated. The Blitzkrieg was halted by terrific resistance and counter-attacks all the way from Brest-Litovsk to the Black Sea, and particularly in the Ukraine, Hitler's chief objective in the invasion of Russia. Here the Nazis employed their crack Panzer corps in an effort to break through to Kiev and Odessa. On June 29 the Ukraine front remained intact.

The first week of the Russo-German war proved several things of great importance in what is now almost a world-combine against Nazism. The Russians were fighting with indomitable heroism and patriotic zeal, they had an abundance of machines—tanks, planes and all other weapons of modern war, and they were determined to fight Prussian megalomania to the last.

There can be little doubt that Russia was better equipped for war than she was under the Czarist regime, and had not been beguiled by Hitler's "friendship" pacts into neglect of military precautions. Then it may be mentioned that, while her men were fighting and preparing to fight, 30,000,000 women rushed to defend the Fatherland in various wartime occupations.

Under Their Leadership Russia Went to War

MARSHAL TIMOSHENKO, who replaced Marshal Voroshilov as Soviet Commissar for Defence in May 1940, was previously commander of the Kiev special military area. He is seen, right, addressing officers and men of the Soviet army.

Marshal Klim VOROSHILOV, below, was in 1940 appointed Chairman of Council for the Coordination of Defence, after having held the post of Commissar for Defence since 1925.

STALIN ("man of steel")—his real name is Joseph Vissarionovich Jugashvili—Premier and Dictator of Soviet Russia (centre).

Right, Marshal S. BUDENNY, a cavalryman and former N.C.O. in the Tsar's army, is First Deputy People's Commissar for Defence.

Below, Admiral N. KUZNETSOV, Chief Commissar for Soviet Naval Affairs, is at 39 the youngest commander-in-chief of any navy.

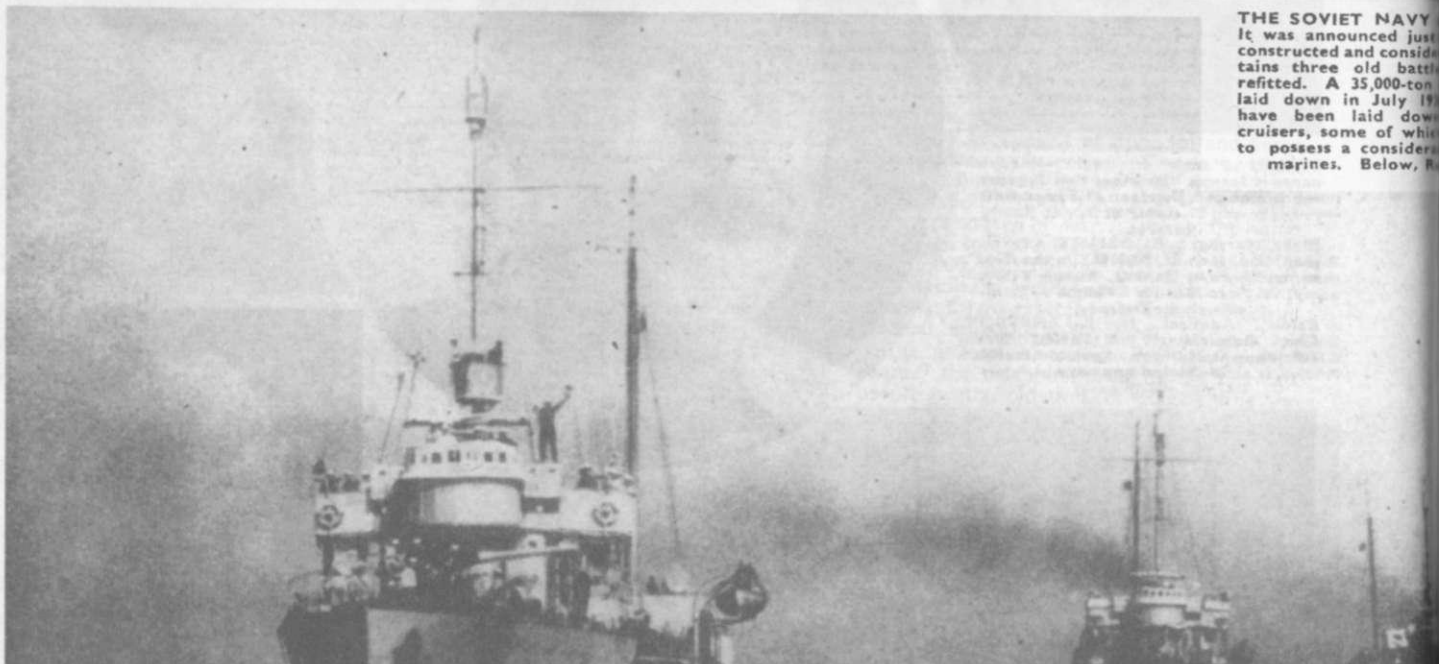
Lieutenant-General of Aviation Pavel Vasilievich RICHAGOV, above, is the leader of the Soviet Air Force. He bears the title of Hero of the Soviet Union.

Photos, Planet News and Wide World

Their Fathers Were Our Allies • The Sons Are Now Our Comrades-in-

THE RED ARMY, according to Moscow figures given in 1938, has an effective strength of nearly 2,000,000, with something like 13,000,000 reserves, since some 800,000 men are called up for training every year. Its mechanized strength is not known, for after the Russo-Finnish war large-scale reorganization was effected. The whole of the vast territory of the U.S.S.R. is divided for military purposes into ten military districts. Much of the Soviet war material is good, but the question of maintenance and supply has yet to be answered. Below, Red Army troops on parade in front of the Kremlin. Right, Russian tanks on the move.

THE SOVIET NAVY [illegible] largely an unknown quantity. It was announced just [illegible] the war that it would be reconstructed and conside[illegible]rengthened by 1942-43. It contains three old battl[illegible] completed 1914-15 and since refitted. A 35,000-ton [illegible]ship, Tretii International, was laid down in July 19[illegible] two others are reported to have been laid dow[illegible]ere are probably seven old cruisers, some of whi[illegible] been refitted. Russia is said to possess a considera[illegible]mber of destroyers and submarines. Below, R[illegible] destroyers in the Black Sea.



Vichy Troops Hard Pressed in Syria

With the fall of Damascus the progress of the Allies in Syria became more rapid, and the following week saw an advance of over fifty miles beyond the city to the north. Then, by the recapture of the key-town of Merj Iyoun in the central sector of the Syrian-Lebanese fronts, the coastal forces were enabled to continue their advance towards the important port of Beirut.

It was Colonel Collet of the Free French Forces, accompanied by members of his staff, who made the first formal entry into Damascus pending the official entry of General Legentilhomme. Entry to the city was made without opposition, though up to the last minute Moroccan troops fought a desperate rearguard action in the suburb of Maidan.

Preceded by a British armoured car, Colonel Collet and his delegation made their way through Kadim, where a small action had been fought in the early hours of the morning, and entered the city by way of the suburb of Maidan. The small procession drove through the city, across the "Margi" or central square, and over to the Grand Serai on the right bank of the river Barada. On the first floor of this building, which corresponds to our City Hall, Colonel Collet was given an official reception by the Chief of State, Khaled Azm Bey, who was there with the entire Syrian Cabinet.

The Khaled related to those in the entourage of Colonel Collet how his government had for some time past pressed General Dentz, the Vichy High Commissioner, to declare Damascus an open city and spare it the horrors of war. This Dentz had refused to do, saying he would defend the city to the last street and the last house.

But the Allied forces were less ruthless than General Dentz. They spared the city as much as possible, and very little damage to property or loss of civilian life was reported. The civil losses were two people killed and eight wounded. Only one mosque was hit by our fire, and that was not badly damaged. But if we had been scrupulous in avoiding all unnecessary damage to this venerable city, such was not the case with the Germans, who, after we had occupied the town, raided it from the air, causing a large number of civilian casualties.

The first step towards Syrian independence, which had been promised by the Allies, was the severing of all ties with Vichy by the Syrian National Government in Damascus and the declaration of a general amnesty.

Meanwhile, fighting continued in other parts of Syria, one of the most stubborn actions of the campaign being that which centred around Merj Iyoun, a strongpoint of Vichy resistance which, after its initial capture by the Allies, had been retaken by Vichy troops. Imperial and British reinforcements were brought up and, after a hard struggle in which Australian forces again distinguished themselves, the town and important positions in that sector were recaptured. A correspondent with the A.I.F. has described the attack upon this town as the climax of a heavy test of endurance to which the whole battalion was subjected.

"The men," he reported, "were secretly sent to a point from which they made a final dash towards the town through country which an officer, who is a veteran of the last war, described as 'tough as the cliffs of Gallipoli.' The distance was only three miles in a direct line, but the tortuous trail across stony ridges and gullies increased this to at least six miles. The men also had to ford the Litani river at a point where it is from 60 to 70 feet wide, wading against a current that was running at a speed of about five knots."

The Australian gunners, he said, were "proving themselves up to the hilt" in this campaign, and English Bofors gunners had also done extremely well. One Bofors section is said to have knocked out twelve Vichy tanks in the Merj Iyoun sector, and in one single bout of firing it destroyed two tanks and brought down one aircraft in twenty minutes.

Hard Struggle for Merj Iyoun

Merj Iyoun fell to the Australians' on June 24, after four days of bitter fighting, during which both sides suffered considerable casualties. Its recapture was of great importance to the Allies, since it secured a lateral road joining the coastal road about four miles south of Sidon, thus enabling the coastal forces to push onwards towards Beirut. A Victorian pioneer battalion, which, acting as infantry for the occasion, played a great part in the fighting for Merj Iyoun, had the honour of being the first to enter the town. They found the fort had been abandoned during the night, and they fought their way across the town, clearing up machine-gun posts and snipers left to cover the Vichy troops' withdrawal.

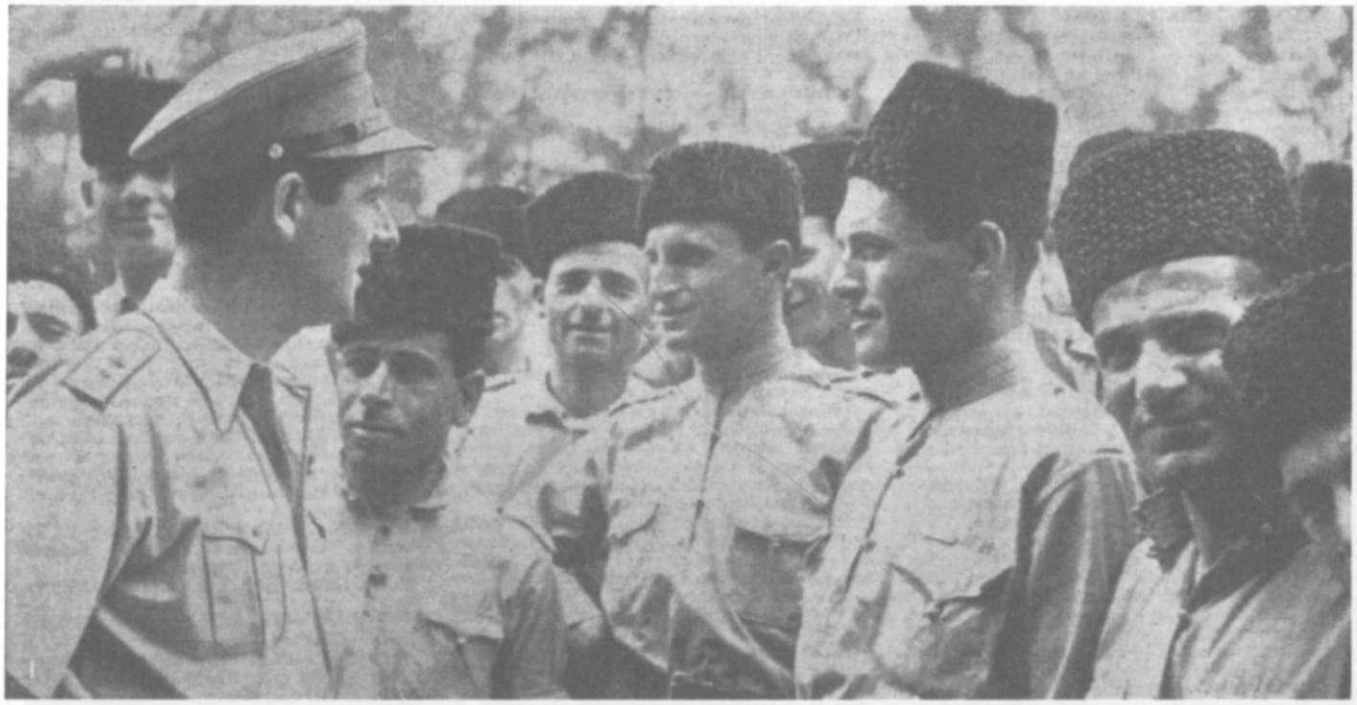
An Australian mechanized unit, too, did good work around Merj Iyoun, resorting for the time being to their old-time status of cavalrymen. They found that in the rocky country around Merj Iyoun their armoured vehicles could not operate satisfactorily, so they captured a number of horses from Spahis, mounted a detachment of cavalrymen and covered the flank of the advance.

So, while Allied troops were advancing northwards beyond Damascus, covering the fifty miles which lay between that city and Nebk in about five days, a further advance could be made by Australian troops along the coast road leading to Beirut, which was constantly bombarded from off shore by our naval forces. The coastal road is hemmed in by steep escarpments, allowing no room for deployment, and between Sidon and Beirut Vichy troops stood entrenched along the Damur river. But the moving forward of artillery to cooperate with the Navy in shelling these defences made the Vichy position precarious. On June 27 the Allies reached Saaydiye and Es Sayer, nine miles north of Sidon.

From the east, British troops advancing from Iraq reached Palmyra, 150 miles north-east of Damascus, and there encountered stiff resistance from a Vichy column. At Palmyra is an important aerodrome which, before the Syrian campaign opened, was being made use of by the Germans. The advance upon Palmyra has been made by two columns, one of which made contact with the Vichy troops about June 22, the other being close at hand. On the long route from Iraq these columns had been attacked at frequent intervals by hostile aircraft which delayed their progress. Saba Biyar, 60 miles south-west of Palmyra, was captured by British troops about June 28, and though the garrison at Palmyra still held out they were threatened from the east and south-west, and finally encircled.

PALMYRA, attacked by Allied forces advancing from Iraq, has a long history. It reached the height of its glory in the 3rd century under the famous Zenobia, Queen of Palmyra, and of its Graeco-Roman culture these ruins of the Temple of the Sun still bear witness.
Photo, Mrs. T. Muir

General de Gaulle's Men on the Syrian Front



FREE FRENCH FORCES of General de Gaulle have had their first big chance in the Syrian campaign, though their duty, which compels them to fight against their own countrymen, is an unpleasant one. Just before the advance into Syria Colonel Collet, founder of the famous Circassian squadron and an almost legendary figure to the troops in Syria, crossed the border into Palestine with many of his troops to join General de Gaulle's forces. 1, Some of the Circassian cavalry who came with him. These tough riders, who are mostly white Moslems originating from the Ukraine, wear the regimental sign seen (2) on one of their vehicles and on the shirt of the bearded driver. 3, Light tanks belonging to General de Gaulle's forces photographed in Palestine as they were preparing for the advance into Syria. 4, More Free French troops in Palestine on the eve of the Syrian campaign.

Photos, 1 and 2, British Official; 3 and 4, British Paramount News

Our Diary of the War

SUNDAY, JUNE 22, 1941 *659th day*

Air.—R.A.F. fighters and bombers made daylight raid on Northern France. Thirty enemy fighters destroyed for loss of two.

Bremen and Wilhelmshaven main targets of night raids. Others were Emden, Bremerhaven and Düsseldorf.

Russian Front.—Germany invaded Russia from East Prussia, Poland and Rumania. Simultaneously Luftwaffe bombed Soviet towns and airfields, including Kiev, Sevastopol and Kaunas.

Africa.—R.A.F. bombers attacked convoy off Libya, damaging one big ship. Night raid on Benghazi.

Near East.—Enemy shipping at Beirut attacked by R.A.F.; destroyer received direct hit and freighter was set on fire.

MONDAY, JUNE 23 *660th day*

Air.—R.A.F. made two sweeps over Northern France, destroying at least 19 enemy fighters for loss of three fighters and two bombers. Industrial plant near Bethune and many railway targets hit.

Strong forces raided Cologne, Düsseldorf and Kiel at night. Smaller attacks on Wilhelmshaven, Emden and Hanover.

Russian Front.—Soviet High Command claimed to have repulsed invaders at most points. In Polish sector Germans took Kolno, Lomza and Grodno.

Near East.—Cairo announced that Allied forces were in contact with Vichy troops west of Damascus; also that British had reached Palmyra, on oil pipe-line, where Vichy troops were resisting.

Imperial aircraft attacked many aerodromes at Baalbek, Talia, Rayak and Quseir.

Enemy raid on Alexandria, causing many casualties. R.A.F. attacked flying-boats in Syracuse harbour.

Home.—Two raiders destroyed, one by H.M. trawler Solon.

TUESDAY, JUNE 24 *661st day*

Sea.—Admiralty announced that 20,000-ton Italian liner had been torpedoed by British submarine in Mediterranean, and enemy supply ship sunk. Off Syrian coast naval aircraft sank Vichy destroyer, and our warships damaged two others.

Air.—Nine enemy fighters destroyed by R.A.F. during sweep over Northern France. Heavy night attacks on Cologne, Düsseldorf and Kiel.

Russian Front.—Germans occupied Brest-Litovsk, Kaunas and Vilna.

Africa.—Heavy raids during night of 23-24 on Benghazi and Tripoli.

Near East.—Palmyra under siege by Allied forces. British troops reoccupied Merj Iyoun. Australian troops in coastal sector made further advance.

R.A.F. bombed railway and aerodrome at Rayak, and citadel at Soueida. Fleet Air Arm attacked destroyers in Beirut harbour.

Home.—Night raiders over Merseyside. Four shot down.

WEDNESDAY, JUNE 25 *662nd day*

Sea.—Reported that Fleet Air Arm had sunk German sea raider Elbe.

Heinkel shot down by convoy A.A. fire.

Air.—Two R.A.F. sweeps over Northern France. Munition train blown up in Hazebrouck goods yard. Thirteen Nazi fighters destroyed; six British aircraft missing. Kiel, Bremen and Boulogne bombed at night.

Russian Front.—Having crossed R. Pruth and taken Bolgrad, in Bessarabia, German and Rumanian army held up by Soviet resistance. Intense air activity in south.

Russian aircraft bombed Turku, Lahti and Malmi airfield near Helsinki. Russian artillery shelled region west of Hango.

Africa.—British troops at Tobruk made further penetration into enemy salient in outer defences.

R.A.F. attacked shipping at Benghazi and landing-grounds at Gazala.

Near East.—Damascus bombed by Axis aircraft. Haifa and Acre also raided.

Home.—Two night raiders destroyed.

THURSDAY, JUNE 26 *663rd day*

Sea.—Reported that Dutch submarine had sunk two enemy supply ships.

Fleet Air Arm attacked Axis convoy off southern Italy, hitting three 20,000-ton ships.

Air.—During sweep over Channel and Northern France, R.A.F. shot down nine fighters. Main night attack directed against Kiel. Cologne and Düsseldorf also raided.

Russian Front.—Fierce tank battles near Minsk, White Russia, and in direction of Luck. Germans crossed R. Dvina, in Latvia, and captured Dvinsk.

In Bessarabia Russian stand was maintained and attacks on Cernauti repulsed.

Russians bombed Bucharest and Ploesti, and points in Hungary and Finland.

British advancing on Jimma, Abyssinia, occupied Dembi.

Near East.—Despite increased resistance, British troops made substantial gains west of Damascus.

FRIDAY, JUNE 27 *664th day*

Sea.—Announced that H.M. sloop Grimsby had been sunk.

Air.—Further R.A.F. sweeps over Channel and Northern France. Air-fields, troops and gun posts machine-gunned. Ship sunk off Dunkirk. Steel works near Lille bombed. Seven fighters destroyed. We lost 10 fighters.

Powerful night attack on Bremen and other targets, including Emden, Cuxhaven and Dunkirk. Twelve British bombers missing.

Russian Front.—Russians retiring to new positions in direction of Siauliai (Lithuania) and Baranowicze. Heavy fighting in Luck area, Poland.

Near East.—Allied forces closing in on Palmyra. Free French forces occupied Maaraba, north of Damascus.

Seven Italian fighters destroyed over Malta.

SATURDAY, JUNE 28 *665th day*

Air.—R.A.F. attacked power station at Comines, near Lille. Five fighters destroyed during sweeps over Northern France.

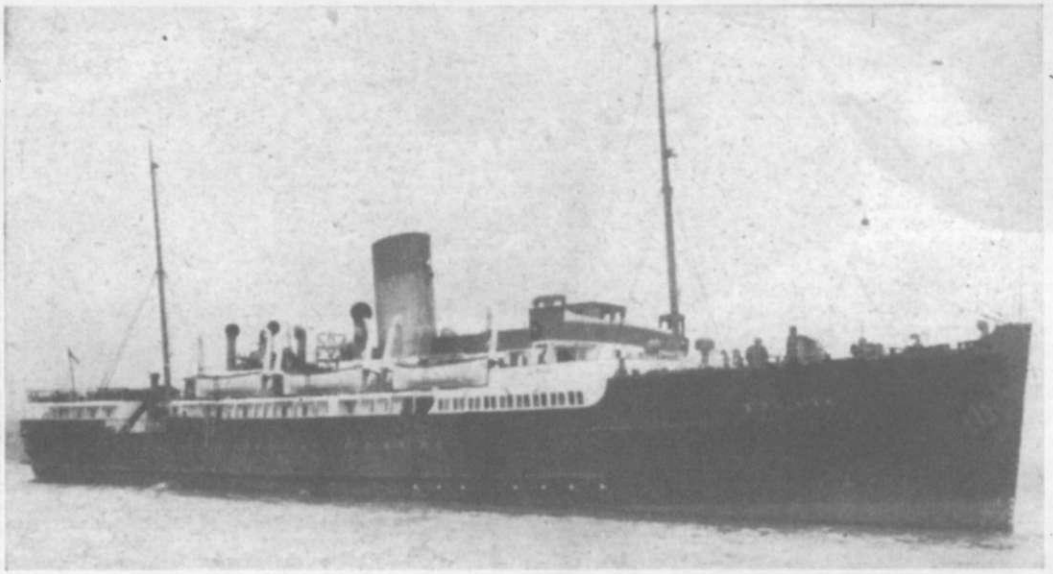
At night German convoy off Ameland was attacked.

Russian Front.—In northern sector Russians fought stubborn rearguard action. Heavy fighting in Minsk area. Large-scale tank battle raging in Luck area and intensive fighting in Lwow district.

In southern sector Russians claimed to be still holding frontier between Przemysl to Black Sea, having driven back troops who crossed R. Pruth.

Africa.—Benghazi and Tripoli heavily raided on night of 27-28.

Near East.—Allied forces occupied Nebec, between Damascus and Homs, and Saba Biyar, 60 miles S.W. of Palmyra.



S.S. ST. PATRICK, cross-channel steamer plying between Rosslare and Fishguard, which was dive-bombed and sunk by enemy aircraft on June 13, 1941. There were 66 survivors out of 89 on board, and the experiences of some of them are given below. *Photo, Topical Press*

WHEN the G.W.R. cross-channel steamer, St. Patrick (1,922 tons), was bombed in the early hours of June 13, the passengers were asleep. The vessel broke in two and there was no time to lower boats; the passengers, women and children included, rushed from their bunks and threw themselves into the water, where men searched for them in the heavy sea and dragged many on to rafts. All the women and children passengers are believed to have been rescued. One of the heroes of the St. Patrick was Jack Faraday, son of the master of the ship, Captain James Faraday. He was on leave from the Navy. When the ship began to go down Jack Faraday swam to a raft. Then realizing that his father was still on board he swam back once more to the sinking ship, unaware that Captain Faraday had been killed by the bomb as he stood on the bridge. The St. Patrick sank while the son was still searching for his father, and he was not seen again.

A stewardess, Miss Owen, told a "Daily Herald" reporter:

"Immediately the alarm sounded I began running round helping them to get their life-belts on, and when the bomb struck most of them were up and ready.

"Amid all the terrible din my charges kept discipline and soon we were all on deck, waiting for the end.

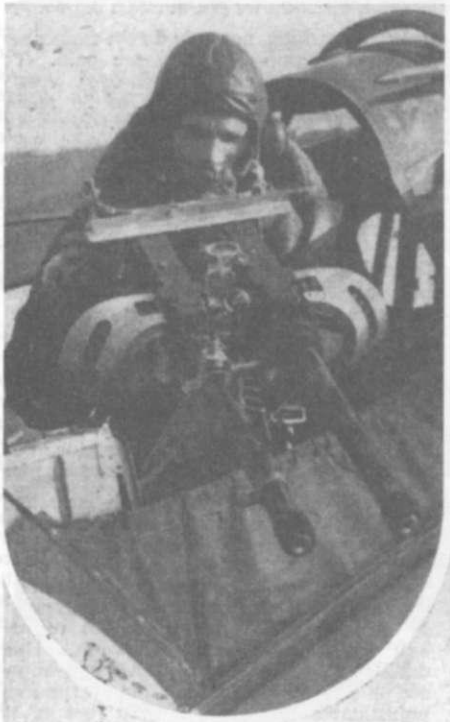
"It came suddenly, the ship just breaking in halves and plunging to the bottom.

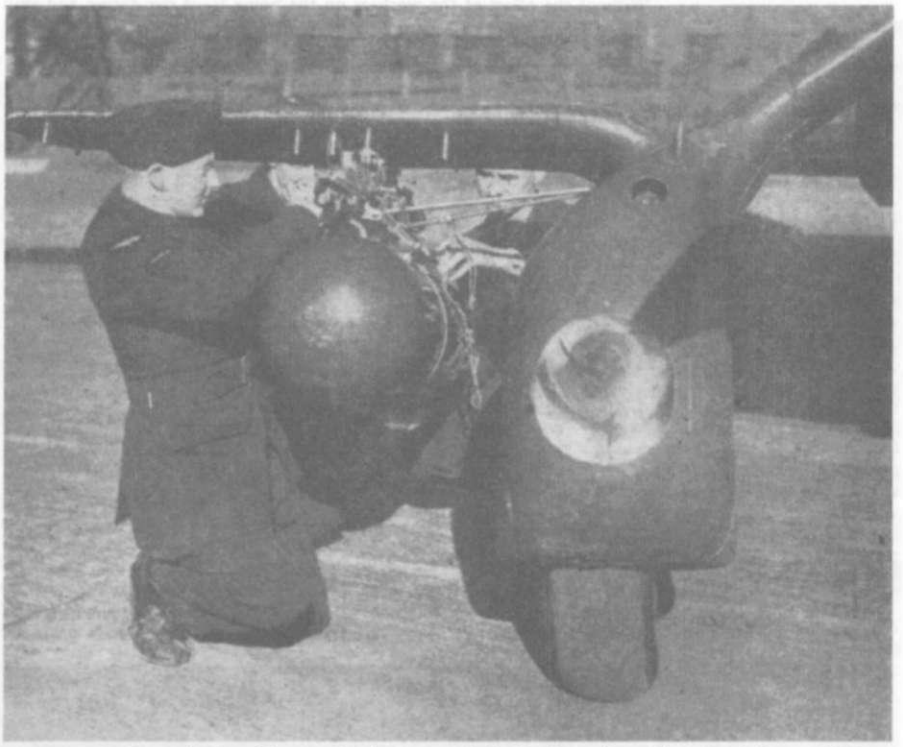
"One woman, in the excitement, lost her life jacket, and she clung to me. My lifebelt kept us both afloat until we were able to climb on a raft.

"Altogether, I and the woman without a lifejacket were two hours drifting about in the sea before we got on a raft."

The Army *Has* Its Own Planes Already

DURING the debate on the defence of Crete in the House of Commons on June 10, many criticisms were directed against the alleged lack of cooperation between the Army and the Royal Air Force. Mr. Churchill in his reply promised that there would be a much greater development of such cooperation in the future, although he did not concur in the view that the Army should have its own Air Arm in the same way as the Navy has the Fleet Air Arm. The standard British Army Cooperation plane is the Westland Lysander, shown in this page. It is used for photography, artillery spotting, communications and general reconnaissance work, and is the British counterpart of the German Henschel 126, to which it bears a superficial resemblance.





Left, a twin Browning machine-gun in the rear cockpit of a Lysander. Two fixed forward-firing guns are also mounted, one in each wheel fairing. Above, a container with food and supplies for a party of stranded troops is being fitted to the stub wing of a Lysander. Note the hinged window for landing lamp in the nose of the wheel fairing.

THE WESTLAND LYSANDER is a two-seater monoplane designed throughout for co-operation with an army in the field. It needs a comparatively small take-off run and so can operate from small flying fields. Although it has a speed of about 230 m.p.h., it can fly with full load as slowly as 55 m.p.h. It is one of the most easily recognizable of British aircraft on account of the prominent spatted undercarriage. Above the wheel spats in this photograph can be seen the detachable stub wings used for carrying light bombs or special equipment. Messages can be collected by means of a retractable hook.

Photos, Chas. E. Brown, Keystone and Sport & General

Learning to Win the War in the Workshops

Without the effort of the workers on the home front the daring and skill of our soldiers, sailors and airmen will be brought to nought by the lack of equipment. More "hands" are wanted for the workshops, and here our Special Representative passes on some of the information he received in a visit to a Government Training Centre where men and women are trained to take their places at the bench.

THERE are nearly 1,500 men and women here in this great workshop, or rather, series of workshops. They are of all ages from 18 to 60, and there may be one or two who are 60-plus. They have come from all walks of life. Some are artisans, skilled engineers who were thrown on the scrap heap in the years of depression, but who are now finding that the country needs their labour and their skill. Some used to belong to the white collar brigade, others tapped the keys of typewriters. Some have come from the country, and others have spent their lives in the crowded towns. Mostly they are British, but there is a large sprinkling of friendly aliens—French and Belgians, Poles and Czechs, Dutch and Germans. There's no petty discrimination here; if a man or woman is willing to work—to learn how to work—then they are all welcome. And there is no colour bar, as is evidenced by the presence of that strapping young negro at the bench over there.

This is one of the Government Training Centres which have been set up in London. It

is one of about 40 centres which are now in operation in most of the principal areas of industrial Britain. A few of the centres are restricted to the training of serving soldiers and a few are for men only, but the great majority accept both men and women trainees. They have been established by the Ministry of Labour and National Service to meet the urgent demand for skilled men and women for armament works and munition factories. So great is the demand and so urgent that it is necessary that many people not ordinarily engaged in war industries—many indeed who have never been engaged in industry at all—should fit themselves for this vital work. The jobs are there for those who have the skill, and these Training Centres have been set up so that as many people as possible shall obtain that skill.

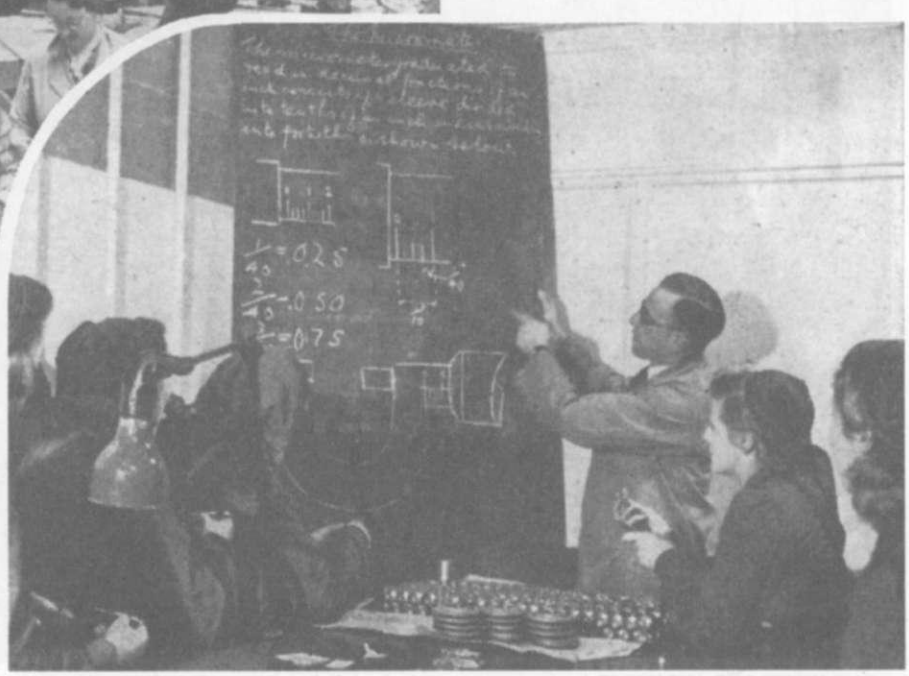
The trades taught are fitting, machine operating, instrument making, panel beating and sheet metal working, electric and oxy-acetylene welding, draughtsmanship, electrical installation, and inspecting and viewing. Not all of these are taught at all the centres, and in certain areas other more specialized trades are taught in addition. The courses are of varying lengths, but most of them range from three to six month. Thus the fitter's course takes 14 weeks, and the instrument maker's 24 weeks; the course in draughtsmanship requires nine months—not surprising when one remembers the advanced mathematics and the high degree of skill involved.

The instructors are selected most carefully from men who are not only masters of their particular trades but have also got the knack of showing the novice how to get over his difficulties in learning it. On an average an instructor receives about £7 a week, and in these days they could probably earn very much more outside. The trainee learns as he goes, and the instructor is always there to answer questions; a frequent sight is a little knot of men and women trainees gathered about the instructor who is explaining carefully and with the utmost patience the intricacies of a particular job. Very different, indeed, is this method of training from that which produced most of our engineers. "In my young days," says one instructor, "I was apprenticed for seven years to my trade; the first year we swept out the workshops, and for the rest we were left to pick up our knowledge the best way we could. If we asked a question we got our ears cuffed."

While learning, not only do the trainees get first-class tuition, but they are paid. The men trainees, aged 21 and over, receive 60s. 6d. per week; youths of 20 receive 39s. 6d., and those of 19, 34s. 6d. Women of 21 and over receive 38s. a week, while those aged 20 and 19 are paid 36s. 6d. and 35s. respectively. Men and women trainees living in lodgings away from home, if they continue to maintain a home in the district from which they have come, may receive a lodging allowance of 3s. 6d. a night. They may obtain meals, cheap and substantial, from the canteens established in the works.

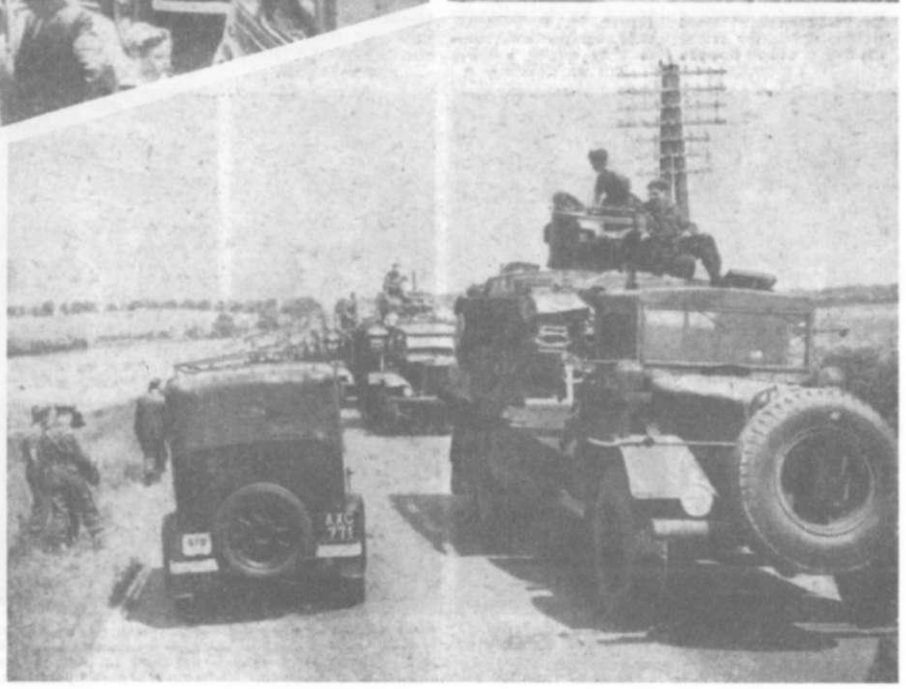
Boys and girls aged 18 and under are not paid but are given an allowance. Boys of 18 receive 23s. a week, and girls 21s., while boys aged 16 and 17 receive 17s., and girls in the same age group 15s. If they are living away from home they receive a lodging allowance. They are also given a free midday meal.

During the course each trainee is required to undergo three tests; if they fail in any one of the three, then they are put back for further tuition, or in rare cases are refused further training. On passing each test the trainee, if he is a man, receives an increase of 5s. per week. If the trainee is a woman, however, she receives only 3s. a week. These differentiations in the pay of men and women are all the more surprising and all the more unjustifiable when it is realized that in the Centre, and as often as not in industry, men and women do exactly the same work.



GOVERNMENT TRAINEES are seen in these photographs receiving instruction in their new jobs. They are so efficiently trained that in a short time they are well on the way to become skilled workers. Top left, a busy scene in the general fittingshop at a Ministry of Labour centre in the Midlands Above, girls attending a lecture on the use of measuring instruments.
Photos, Topical and Press Portrait Bureau

Yes, They 'Went to It'—the Derby—With a Will!



BRITAIN is at bay, fighting for her very life. She is struggling against a power which, already possessed of a mighty and ruthless war machine, has the resources and slave-power of a continent at its command.

We need still more guns, still more tanks, still more planes, still more ships, if we are not to be defeated. Every day every man, every woman, every child if need be, should be working without respite to forge the weapons which alone will preserve us from domination and ruin. Yet, such is the selfishness of the few who cannot for one brief moment of their lives give up their "circuses," there are staged such scenes as those shown here—scenes which give some substance to the Nazi taunts against the "effete democracies."

PONDER well the top photograph. The owners of all these cars have used precious petrol to go to "the Derby." Look at the congestion on the roads (centre) and ask what would have happened if the military had suddenly to make use of them? Well, the answer is seen right, where a column of lorry-drawn tanks is held up. Centre right, R.A.F. Security Police are testing the petrol in the tank of a car driven to the Derby by an R.A.F. officer. Those who use Government petrol for pleasure trips are likely to have trouble.

Photos, Keystone, Topical, G.P.U. and Associated Press

They Have Won Honours in Freedom's Cause

Order of the British Empire

Capt. D. E. Rees, of the Merchant Navy, **O.B.E.** He has been torpedoed since this award.

Capt. W. W. Watson, of Wallasey, **O.B.E.,** for outstanding bravery on war service.

Petty Officer Michael Payton, M.B.E., for carrying out his duties with exemplary courage.

3rd Engr. W. Walker, of Grimsby, **M.B.E.,** for heroic work in engine-room of a torpedoed ship.

British Empire Medal

Flt.-Lt. J. E. McFall, D.F.C., for splendid reconnaissance work in the Libya fighting.

A. Cdr. L. H. Slatter, O.B.E., D.S.O., D.F.C., the **C.B.,** for distinguished services in East Africa.

Flying Officer C. H. Upton, D.F.C., for destroying more than nine enemy aircraft.

Flying Officer G. K. Larney, of No. 75 (New Zealand) Squadn., **D.F.C.,** for devotion to duty.

Flying Officer A. F. Weller, D.F.C., for bombing enemy planes and aerodrome at Benina.

Sergt.-Observer P. Hudson, D.F.M., for great skill in raiding enemy territory.

Flying Officer J. Cook, D.F.C., for conspicuous bravery in the Battle of Britain last September.

Pilot-Officer O. E. Wiltshear, D.F.C., for 26 trips over enemy territory as a rear-gunner.

Pilot-Officer C. R. Brown, D.F.C. for skill and courage in bombing military objectives.

Flying Officer W. D. B. Ruth, D.F.C., for gallantry displayed in flying operations against enemy.

Flying Officer M. H. Young, of Gloucester, **D.F.C.,** for outstanding devotion to duty.

Flying Officer G. E. Weston, of New Zealand, **D.F.C.,** for bombing a vessel in dock at Brest.

Dr. M. Manson, of Wood Green, **G.M.,** for saving the lives of people trapped in a tunnel.

Nurse M. E. Perkins, G.M., for heroic devotion to duty during a heavy raid on Coventry.

Nurse M. S. J. Newman, G.M., for great courage and skill during a raid on Southampton.

Nurse V. Howell, B E.M., for coolness and presence of mind in rescuing a patient at Hendon.

F. D. Murphy, M.B., B.Ch., of Fulham Hospital, **O.B.E.,** for great ability and courage in a raid.

Dr. M. Kamill, of Clayponds Emergency Hospital, **G.M.,** for outstanding devotion to duty.

Mr. H. Sweetland, G.M., for saving a man injured in a raid at Deptford, though hurt himself.

Mr. Alfred Hobdell, L.M.S. employee, **B.E.M.,** for rescuing horses from burning stable.

Mr. Henry Hobdell, Alfred's father, **B.E.M.,** for gallantry during the same incident.

Mr. Arthur Paxton, who assisted the Hobdells, **B.E.M.,** for great courage and presence of mind.

Mr. J. Reynolds, A.R.P., **B.E.M.,** for rescuing six people from a bombed building in the Midlands.

Mr. S. Stillwell, A.F.S. messenger, **M.B.E.,** for devotion to duty in a London raid.

Distinguished Service Cross

Lieut. H. R. B. Janvrin, R.N., **D.S.C.,** for his part in the attack on the Italian Fleet at Taranto.

Fred Rusby, of Harwich, **D.S.M.,** for operating ship's gun against Nazi aircraft at Dunkirk.

Capt. W. H. Dawson, M.B.E., for gallantry and devotion to duty in the course of naval operations.

Lieut. H. B. Gordon, M.B.E., for showing great skill and courage in the course of his war duties.

Distinguished Service Medal

I Was There! .... Eye Witness Stories of the War

The Havoc Helped Us to Square the Account

Among the planes in use by night fighter pilots of the R.A.F. is the Havoc—an American-produced aircraft which, as the following story shows, has found high favour with our airmen.

A FLYING OFFICER broadcasting in May said:

One night recently I was cruising around in an American Douglas Boston 7—we call it the Havoc over here—in the neighbourhood of Brussels, watching a Nazi bomber we had just shot down blazing like a bonfire in a wood to the north of the city.

The bomber was a Heinkel 111 which was just returning from a raid on England, and though the Heinkel's a pretty good aeroplane, it is no match for the Havoc. My squadron is now fully equipped with Havocs and we like them immensely. They're nice to handle, easy to land at night, their performance is well up to anything the Hun is putting over at night, and we have implicit faith in their Wasp engines.

As one of my ground crew put it the other day: "If the Havoc is a fair sample of the tools America is sending us we ought to be able to make a fair job of this war when we get the complete set." Certainly, on behalf of my squadron, I'd like to thank Americans for sending us such first-rate aircraft and engines.

The night in question is a sample of the good work we're doing with them. Our objective was a Nazi aerodrome near Brussels, and soon after we had identified it the flare-path and obstruction lights were switched on and we saw one enemy bomber coming in to land with its navigation lights. I don't know whether the reception the pilot had had by the English defences had shaken his nerves, but he certainly made a mess of his approach, overshot badly and had to open up to go round again.

We thought we might help him down, so I closed in on him and our first two bursts of gunfire set one of his engines on fire. As he was going to land he wouldn't have wanted it anyway. The flames lit up the whole machine and enabled us to identify it as a Heinkel 111.

We then came round again and my rear gunner got in three good bursts which settled the job. I think the pilot must have intended climbing so that his crew could bale out, because we lost sight of him for a few moments, and when next we saw him it was as a glow of fire moving across the sky above us. Then, quite suddenly the blazing plane went streaking down, and crashed into a wood with a terrific explosion. The fire it started was seen by another pilot to be still burning half an hour later.

I don't know what damage that particular Heinkel had done in its attack on England that night, but that Havoc helped to square the account, and my crew will be very disappointed if it doesn't enable us to square a good many more.

Trying out the guns on a D.B.-7 night-fighter in preparation for raiders. This American all-metal, high-wing monoplane, which has a retractable tricycle undercarriage, also carries a light bomb load.

I Had a Shock When the 'Evacuees' Arrived

Many and varied are the experiences of recruits to the Women's Land Army when they are still ignorant of the technique and terminology of farming. This amusing little sketch by Joan Procter was contributed to "The Land Girl."

IMAGINE, if you can, the feelings of a raw Land Army recruit, fresh from the ordered routine of a Whitehall Government office, when the farmer said one evening: "I want you to meet Charlie at the gate at 6.30 tomorrow morning and cycle down to K——— station to meet 201 evacuees off the 7 o'clock train and bring them back here."

I decided to retire early that night, but was rudely awakened at 1 a.m. by the wail of the village air-raid sirens.

Immediately my thoughts flew to those miserable refugees who were travelling all night; who, exactly, could they be? Why 201? Would they all have luggage of sorts? What language would they speak? The drone of approaching aeroplanes was heard, and I had visions of my prospective charges being subjected at that very moment to merciless Nazi bombing attacks before they had tasted the beauties of this delightful corner of rural England, where I had the luck to be training. . . . But long before the All Clear sounded at 4.30 a.m. I had drifted into a dreamless sleep, and awakened at 6 a.m. refreshed and elated by the prospect of my unusual task on such a brilliant spring morning.

Charlie, the lanky, red-faced foreman, arrived at the gate punctually at 6.30 a.m., and we pedalled off together to the country station, three miles away, at the foot of the hill. I chattered gaily about the welfare of the approaching evacuees, but Charlie, having been on A.R.P. duty in a cramped emplacement beneath a cold moon for 4½ hours, took some time to warm up to the subject, and rather gave the impression that he had very little sympathy with Government evacuation schemes, and would not be unduly agitated if our evacuees had been subjected to the most ruthless bombing attacks *en route*. The journey was finished in silence and, of course, the train had not yet arrived, nor had the morning papers.

Last-minute ideas flashed through my mind. Could Charlie and I, with the aid of two bicycles, possibly cope with a crowd of 201 hungry strangers of all ages, and escort them on foot three uphill miles to the farm?

Silhouetted against the dawning sky, a Havoc night-fighter on its way back to the base after scattering German raiders. Havoc is the R.A.F.'s name for the powerful U.S. machine called the D.B.-7. With twin-Wasp engines and easy manipulation the Havoc is proving popular with the R.A.F.; as one of our flying-officers relates here, it is among the best American tools which our men are handling with ever-increasing effect. *Photos, Keystone*

I WAS THERE!

A LAND GIRL tells here how she went to deal with a sudden incursion of "evacuees." The photograph shows some of her comrades tackling more recalcitrant arrivals. *Photo, Fox*

Would they angrily demand food before attempting the journey, or would they be too weary to argue ?

Suddenly a puffing sound was heard round the bend into the station, the porters shouted "Here she comes !" and Charlie and I crossed the line to the receiving quarters. The train performed elaborate shunting manoeuvres, the doors were opened, and out poured 201 of the noisiest, skinniest, and most pathetically eager sheep that I have ever seen !

We Were in the First Sea-Air Battle in History

On May 22 hundreds of German bombers attacked the British Mediterranean Fleet off Crete, sinking two cruisers—Gloucester and Fiji—and four destroyers—Juno, Greyhound, Kelly and Kashmir. Here are eye-witness accounts of the battle by officers on board British warships.

DURING the night of May 21 reconnaissance reports indicated an attempt at a seaborne invasion of Crete had started, and it was this convoy of caiques which was completely broken up (see page 622).

Meanwhile other units continued at dawn to search northwards towards the island of Milo, in the west of the Cyclades group.

An officer who was on board one of these units gave this description of what happened :

The enemy began dive-bombing soon after dawn on May 22. At about 8.30 a.m. we sighted a caique, which we moved off to sink, but we became so heavily engaged by aircraft that we were only able to immobilize her by pom-pom fire and signalled a cruiser astern to finish her off.

The cruiser thus occupied got left astern, and received such concentrated attacks that we were compelled to return to her assistance. This enabled her to catch up with the remainder of the fleet, but drew all the attention of the aircraft to ourselves, and we were attacked continually for two hours, from 9.40 a.m. until 11.40 a.m., by high and low dive-bombing.

Our guns were firing red-hot trying to shoot down the dive-bombers, and we had to change course almost constantly and swing our armament around to meet the simultaneous high-level attacks. Splinters fell about us like hailstones, tearing gaps in the super-structure, and near misses from heavy bombs gave us a terrific shaking. One seaman counted the number of bombs aimed at us—186 in two hours.

Meanwhile, our heavy units patrolling the Ionian Sea entered the Kithera Straits (between Crete and the southern mainland of Greece) in order to support the hard-pressed light units, and further heavy bombing followed for the rest of the day by Dorniers, Heinkels, Junkers, and even specially converted Messerschmitt fighters.

Around 1.30 p.m. the destroyer Greyhound, which got astern, was sunk by concentrated dive-bombing. Two destroyers were sent back to pick up survivors from the Greyhound while two cruisers, the Gloucester and the Fiji, lent aircraft support. The Gloucester then received direct hits and sank at about 4 p.m. Shortly afterwards the Fiji, heroically endeavouring to stave off repeated unhampered air attacks, was likewise sunk.

During that night we returned to our base, and it was then that we heard that the destroyers Kelly and Kashmir had also been dive-bombed and sunk after bombarding Maleme aerodrome and searching for survivors from the Fiji. Another destroyer, the Kimberley (1,690 tons) did great work picking up about 250 survivors with whom she made port after a tremendous hammering from the air.

An officer in one of the battleships said that the air attack on May 22 was "probably the biggest of the war." He went on : From 1.30 p.m. until six o'clock there were hundreds of German planes over us. We were firing almost continuously, but the Germans seemed to spring out of the clouds like mushrooms, diving and dropping scores of bombs. This battleship received two hits aft, but the damage was superficial and the casualties light. The Germans tried a new trick of both high-level and dive-bombing simultaneously.

Bombs struck one of our destroyers, causing a tremendous explosion which blew the vessel wide open. Other bombs sent another destroyer down. I saw a stick of bombs fall upon one cruiser, hitting the magazine and setting her on fire from stem to stern. *Press Association and Associated Press.*

We Sat Knee-Deep in Water for 36 Hours

Survivors from a British ship which was sunk by a German raider in the Atlantic battled their way through heavy seas to safety. Their story was told by one of the passengers, an Indian traveller, Anil Chandra Mitra.

AFTER paying a tribute to the coolness and discipline of both officers and passengers during the shelling of their ship and afterwards, Mr. Mitra went on :

It was early in the morning when the ship's sirens announced the proximity of a raider, and within a few moments the raider's first shells were falling on our ship. While I was standing on the deck at my boat station one shell burst close alongside the ship and a piece of shrapnel instantly killed the ship's officer standing at my side.

During a pause in the shelling the boats were lowered, but the first boat I entered sank within a few moments owing to it having been riddled with shrapnel. I swam to a second

Members of the crew of the American tanker Charles Pratt, torpedoed 200 miles off Africa watch a lifeboat set sail with survivors. They were picked up near Freetown. *Photo, Keystone*

I WAS THERE!

boat, but found this, too, was sinking. Finally I reached a third boat in which people were crammed, including several women, while other women were in another boat not far away. The raider shelled our ship until she sank and then made off.

Our own boat was in a terrible state with about a dozen shrapnel holes through which the water poured continuously while large waves broke over the sides. We all sat knee-deep in water, baling in relays in bitter cold. We were thirty-six hours without drink.

Throughout the night we also had to care for two passengers who had been severely wounded by shrapnel. They died around dawn. Everybody remained calm, but we were all nearing despair when the miracle happened. We saw a friendly ship on the horizon which picked us up and carried us to safety.—*Reuter*

THE POETS & THE WAR

XLIV

A PRAYER FOR THE PEOPLE IN INVASION

By E. A. Gibbons-Pole

Lord, make me worthy of this land,
My richest dower,
And grant me courage to withstand
The testing hour.

Strengthen my faith, that I may see
In Hope's clear light
The Victory, if Calvary
Should crown *my* fight.

Air-Raid Warden HARRY BIRD won the British Empire Medal for helping to save many lives during an air raid. He relates his experiences in this page.

We Saved 45 People from Bombs and Floods

Endangered by flood, escaping gas, broken electricity mains, unsafe buildings and falling bombs, Warden Harry Bird and P.C. James Wilson Brown of Clapham, London, rescued forty-five people during an air raid. Their story is exclusive to THE WAR ILLUSTRATED.

Warden Bird, describing the rescue work which earned him and P.C. Brown the British Empire Medal, said: Several high explosive bombs dropped in our area wrecked a number of houses, while some fell in the roadway, breaking a water main and fracturing electricity and gas mains. The water rushed down the street and very soon the street and the gardens at the rear of the houses were flooded. We heard the cries of people and we discovered that a number of them were trapped by the water, which was rising rapidly.

P.C. Brown and I went to their assistance. It was pitch dark. We found that some of the people were caught in their Anderson shelters with the water rushing in. They were in danger of being trapped. Others were marooned on top of their shelters. We started carrying the women and children to safety. As we walked up the steep gradient of the street, we had to walk carefully because of the rush of the water. For some of the people we formed a seat with our hands to carry them.

Gas was escaping from the broken mains. We were also in danger of receiving a severe shock from the broken electricity cables, for the water was "alive." Once or twice we had a slight shock, but our rubber boots probably saved us from anything worse. We also had to avoid the flooded bomb craters. Some of the houses we entered were in a dangerous condition. The walls might have collapsed at any moment. The lower rooms were flooded, and some of the smaller pieces of furniture were floating about.

To make matters worse, the Jerries came over again and dropped a few more bombs in the neighbourhood. One came fairly near, and we ducked under the water for safety's sake. Incidentally, the enemy helped us a bit by dropping some incendiaries in the district. The light helped us to see what we were doing for a time.

The water was still rising, and before we were finished it was up to my chest. An old man, a cripple, was in bed in one of the damaged houses, and his wife refused to leave until we had got him out. We carried them both to a place of safety. P.C. Brown got a man out from under some debris, where he was trapped, but unfortunately he died later. It took us about three hours to get all the people, forty-five of them, to safety.

P.C. JAMES BROWN, who assisted Warden Bird to rescue 45 people from bombs and floods. He, too, was awarded the British Empire Medal.

Photos, South London Suburban Group

ABBREVIATIONS USED BY THE FOUR SERVICES

The Navy: A—W

A. Admiral.
A.B. Able Seaman.
A.C.N.S. Assistant Chief of Naval Staff.
A.F. Admiral of the Fleet.
A.G.R.M. Adjutant General Royal Marines.
Al. First-class at Lloyds.
A.M.C. Armed Merchant Cruiser.
A.P. Armour piercing.
A.P.S.L. Acting Paymaster Sub-Lieutenant.
A.S.L. Acting Sub-Lieutenant.
B. Boatswain.
C. Captain.
Cd. R.M.G. Commissioned Royal Marine Gunner.
Cd. S.B. Commissioned Signals Boatswain.
Cd. S.O. Commissioned Supply Officer.
Ch. Chaplain.
Ch. of F. Chaplain of the Fleet.
C.I. Chief Inspector, Royal Marine Police.
C.M.B. Coastal motor boat.
C.P.O. Chief Petty Officer.
Cr. Commander.
C.W.O. Commissioned Officer from Warrant Rank.
D.C. Depth Charge.
D.C.T. Depth Charge Thrower.
D.E.D. Director of Education Department.
D.N.A.D. Director of Naval Air Division.
D.N.E. Director of Naval Equipment.
D.N.I. Director of Naval Intelligence.
D.N.M.S. Director of Naval Medical Services, R.A.N.
D.N.R. Director of Naval Recruiting.
D/O.D. Director of Operations Division.
D.O.T.M. Director of Naval Ordnances, Torpedoes and Mines, R.A.N.
D. of N. Director of Navigation.
D. of P. D. Director of Plans Division.
D. of T.B. Director of Tactical Division.
D.P.S. Director of Personal Services.
D.P.T.S. Director of Physical Training and Sports.
D.T.S.D. Director of Training and Staff Duties Division.
D.Y. Dockyard.
E.A. Engineer Rear-Admiral.
E.C. Engineer Captain.
E.D. Education Department.
E. in C. Engineer-in-Chief of the Fleet.
E.L. Engineer Lieutenant.
E.L.Cr. Engineer Lieutenant-Commander.
E. V. A. Engineer Vice-Admiral.
G.S.P. Good Service Pension.
H.S. Hospital Ship.
I.D.C. Imperial Defence College.
L. Lieutenant.
L.A. Lieutenant-at-Arms.
L.Cr. Lieutenant Commander.
M.D. Medical Dept. or Mine Depot.
M.D.G. Medical Director-General of the Navy.
M. L. Minelayer.
Mon. Monitor.
Mid. Midshipman.
M.T.B. Motor Torpedo Boat.
M.V. Motor Vessel.
N.A.A.F.I. Navy, Army, and Air Force Institutes.
N.A.D. Naval Air Division.
N.E.D. Naval Equipment Dept.
N.I.D. Naval Intelligence Division.
N.O.D. Naval Ordnance Dept.
N.P.C. Naval Personnel Committee.
N.R.D. Naval Recruiting Dept.
N.Z.D. New Zealand Division.
O.D. Operations Division.
O.L. Ordnance Lieutenant.
O.L.Cr. Ordnance Lieutenant-Commander.
P. Boat. Patrol Boat.
P.C. Paymaster Captain.
P. Cr. Paymaster Commander.
P.D. Plans Division.
P.D.G. Paymaster Director-General.
P.L. Paymaster Lieutenant.
P.O. Petty Officer.
P.R.A. Paymaster Rear-Admiral.
P.S.L. Paymaster Sub-Lieutenant.
R.A. Rear-Admiral.
R.A.N. Royal Australian Navy.
R.C.N. Royal Canadian Navy.
R.G.B. River gunboat.
R.I.M. Royal Indian Marine.
R.M. Royal Marines.
R.M.O. Royal Marine Office.
R.M.P. Royal Marine Police.
R.S.M.S. Rendering Safe of Mines Squads.
S.A.N.S. South African Naval Service.
S.B. Signal Boatswain.
S.D. Signal Dept.
Sg. C. Surgeon Captain.
S.H.P. Shaft Horse Power.
Sg. L. Cr. Surgeon Lieutenant Commander.
Sg. R. A. Surgeon Rear-Admiral.
Sh. L. Shipwright Lieutenant.
Sig. L. Signal Lieutenant.
S.L. Sub-Lieutenant or Searchlight.
S.R.E. Scientific Research and Experiments Dept.
T.D. Tactical Division or Torpedo Depot.
T.L. Telegraphist-Lieutenant.
T.M.D. Torpedo and Mining Dept.
T.S. Training Ship.
T.T. Torpedo Tubes.
V.A. Vice-Admiral.
V.Y. Victualling Yard.
Wdr. L. Wardmaster Lieutenant.
W.O.O. Warrant Ordnance Officer.
W.T. Warrant Telegraphist.
W.W. Warrant Writer.
W. Wdr. Warrant Wardmaster.

The Editor's Postscript

"No retaliation," says the Archbishop of Canterbury, according to my daily paper. That anyone who has looked upon the diabolical handiwork of the Hun in London, Liverpool, Bristol, Coventry, Belfast, Glasgow, and a dozen other towns of the British Isles can say, or indeed contemplate, "no retaliation" leaves me marvelling at the degree of saintliness to which even an Archbishop may attain. If his grace of Canterbury has to be accepted as a Christian in the highest implication of a name that in Ancient Rome, when Christians were few, was a term of contempt, and which in the course of centuries has rightly become the symbol of all the virtues, then I fear that—in common with the vast majority of my fellow countrymen and all the ordinary men and women with whom I come in contact—I am no Christian in the best meaning of the word.

YET I do not believe in retaliation! Merely to do unto those bestial war-makers and mass-murderers what they have done unto us would be futile. Rather do I follow Mr. Bevin, albeit he does not have any outward aura of saintliness, in the fervent hope that we shall repay them with interest: "heap (real) coals of fire" upon the foulest race that has sought to dehumanize mankind. I trust the Archbishop in his saintly willingness to "take it" with meekness does not disapprove of the sort of retaliation that gives them a Bismarck for a Hood. "No retaliation" is merely an abuse of words when all peoples to whom liberty of conscience and freedom to live their own lives is priceless, have been so assailed by the most stupendous force for evil that has ever appeared on this globe—B.C. or A.D.

IN front of my study window just now several squads of soldiers who have stopped here on manoeuvres all armed with tommy guns, are taking tea by the roadside under the tall elms. As I look at them I am impressed by the hint given by a young Nazi airman brought down somewhere in England last week who said that those saucer-shaped "tin hats" worn by our men are not so efficient as the German steel helmets. The British type looks better and provides more protection for eyes and nose, but seen from an aeroplane their broad brims tend to flatten out the whole headgear so that they appear to be large flat plates. The Nazi footsloggers are much less conspicuous in their brimless helmets. This sounds like sense to me.

AND in the sunshine of this lovely summer afternoon every soldier that I can see might as well have a lady's vanity mirror stuck atop of his head—they are really like so many peripatetic heliographs reflecting pin points of light to any hovering Hun. The men would be better bare-headed—provided none of them were bald. Yet the tell-tale reflections could be avoided by covering the helmets with khaki cloth or dull paint. Two of the men I am looking at have them so treated, all the others seem to have performed the "spit and polish" act on them! My effort last summer to set a local example by painting a dull lead mixture over all my resplendent cellulose and nickled car has scarcely had one follower. But I have one reward: I'm able to go in and out of a certain restricted area without hindrance as my lack-lustre car is so well known to the police! All the same I still think that the authorities (whoever they are) should prohibit all cars that do not dim down their shining armour which makes them reflectors of light that can be seen miles away.

AS I listened to the modest and most interesting broadcast today by Miss Jacqueline Cochran (Mrs. Odlum), that charming young American lady, first of her sex to fly a big bomber from America to England, I could not help regretting that Lord Northcliffe had not lived until this day. Laughed at by many, who thought it a mere advertising stunt, when at the end of the Great War he offered £10,000 to any aviator who first flew the Atlantic, he hadn't to wait long before his prize was won in 1919, but what a joy to him, whose faith in the future of flying did so much to promote its progress, had he lived to meet the first American girl (she looks no more) that piloted a massive flying fortress across the Atlantic in nine or ten hours.

SIR STAFFORD CRIPPS, to whose work as British Ambassador in Moscow Mr. Eden has paid tribute, saying that the country was deeply indebted to him for work done under conditions of the utmost difficulty. He was back in Moscow on June 27th.
Photo, Topical

I FELL for Miss Cochran (not Mrs. Odlum!) when I first saw her portrait in the papers. The dainty creature might have come straight from a beauty parlour instead of from so glorious an adventure. And the happy phrases in which she spoke of the job she had just done—and will do over again many a time, no doubt—must have endeared her to all who heard her recording. As she has been flying for nine years, she must have started in her college days. She told us there are some nine thousand American women who could be ranked as expert flyers: before the war is over I have no doubt British women will be giving them a close run. No wonder that ancient newspaper cliché "the weaker sex" has been entirely discarded by our journalists. And to think that anybody could have the nerve to announce "no cigarettes supplied to women"! I'd like to hear Miss Cochran on that subject. Meanwhile, I've decided that my next visit to America will be by aeroplane.

THE other night I was dining with a friend at his very posh hotel where the music in the lounge entirely disguised the fact that an Alert had sounded. When I eventually thought it was time to go and asked the porter to get a taxi, none was obtainable. It was raining as I went to the street door, where I learned that the Alert was on. Just as I got there the "midnight blue" sky blazed suddenly into light. "Is that a flare?" I asked. "Oh, no," said Mr. Porter, "it's lightning." The crash of thunder that came as he spoke was more startling than any stick of bombs I have heard—*sans* whistle, however. But there was nothing for it but to foot it the half-mile or so to my own hotel. And let me tell you that you're a better man than I am, Gunga Din, if you can walk in tranquillity with an air raid on, and thunder and lightning and rain doing their stuff, innocent though that be, all at the same time.

I BUMPED into a dim figure in Berkeley Square, who asked me if he was heading for Oxford Circus, and was able to tell him that he would more likely arrive at the Circus yclept Piccadilly if he continued to follow his nose, which he could see only when the lightning flashed. I've been out in a good few blitzes, but this competition of the heavenly elements with those of hell's angels got me dithering, so that when two dripping A.R.P. men (hats off to those chaps every time) told me that my own hotel was "first on the right," my heart leapt up and in the bright interior of the familiar lounge I was soon calling for the waiter and emulating King Cole minus his fiddlers three.

IN answer to many inquiries, I may mention that the reprint of my War-time Diary for 1939-40, entitled "As the Days Go By . . ." is now on sale. Its publication was delayed "by enemy action," as Messrs. Cassell & Co., who have issued the volume (price 7s. 6d.), had their historic publishing house at La Belle Sauvage, in Ludgate Hill, utterly destroyed by fire in a recent blitz. The fact that they and so many other famous publishers whose premises suffered a similar fate on the same night, or months before, are still carrying on at another address, is one of the many that must eventually make it clear to Hitler that he can do his damnedest in fire-bombing without extinguishing the energy and enterprise and eventual survival of a people whose spirit soars above all blastings.

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